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THE CITY OF WASHINGTON.

BLAMING THE COMPASS.

NO SOUNDINGS TAKEN—STATEMENT OF A PASSENGER—EXCELLENT DISCIPLINE ON BOARD THE SHIP.

Special Dispatch to the New-York Times.

HALIFAX, N. S., July 11.—There are very few additional facts to be obtained concerning the wreck of the City of Washington. None of the officers except the doctor and purser have arrived here, the others remaining at the wreck until all the passengers are safely transferred. Capt. Phillips and his officers are very reticent in their statements about the causes of the disaster. The Captain attributes the disaster solely to the fault of the compass. He says the course taken by him this trip from Liverpool was more southerly than that taken by him at other seasons of the year. He was unwell for several days previous to the wreck, and is still indisposed and much broken down. Believing that he was on his regular line, it is said that no soundings were taken, and this is the only thing wherein the passengers seem to think he failed in the execution of his duty. In all other respects all the cabin and steerage passengers who were interviewed to-day speak in the highest terms of the discipline on board, and the attention to duty and to the comfort of the passengers exhibited by all the officers from the Captain down. So far as the passengers could see there was neither carelessness nor negligence on the part of the officers and crew in the management of the ship. For six days after the steamer left Liverpool there was a succession of gales and severe weather. After that she got into a thick fog, so dense, in fact, that no one on board could see three yards ahead, and in this condition the steamer remained until she struck.

A PASSENGER'S STATEMENT.

One of the saloon passengers, a Mr. Barrett, an Englishman, stated, in answer to a question put to him, that while he would not subscribe to the statement that the loss of the vessel was due to carelessness or negligence on the part of the officers or crew, still he could not help feeling that the steamer was sailing in a course she should not. The extreme cold weather experienced on the voyage, rendering overcoats necessary, and the peculiar look of the water, led him to believe that the vessel was out of her usual track, and much nearer the land than she should have been. He says that in fact if the steamer had been kept more to the southward she would have avoided the Nova Scotia coast and escaped the disaster that befell her. This is the opinion of one who is not a nautical man, but his theory seems to have been borne out by subsequent events. Its correctness, however, can only be arrived at when the official investigation takes place and the sworn statements of the Captain and officers are obtained.

WHO IS TO BLAME?

As far as can be ascertained now it is impossible to say on whom blame rests. There is perfect harmony and confidence prevailing between Captain, officers, and crew. Capt. Phillips has been in this port many times, having been on the route when the Inman line had the contract, and is well acquainted with the coast.

THE PASSENGERS' CONDITION.

The passengers who came up from the wreck this morning and were forwarded to their destination by the Falmouth exhibited signs of considerable suffering from exposure to the weather during their encampment at Port Le Bear since Saturday. Many of them were so sunburnt that the skin was peeling off their faces in huge flakes. This was the only discomfort they experienced, however, having been well supplied with food during their stay at Port Le Bear, and every care and attention possible have been bestowed upon them by the officers of the City of Washington, and by the few inhabitants of the place. It was said that they had been suffering for want of food, due to the carelessness of those in charge, but so far as could be ascertained from them this morning this report was incorrect. They had no complaints to make, and appeared rejoiced at the prospect of reaching the end of their journey, and at their fortunate escape from the perils and dangers of shipwreck. All were in excellent spirits, and by no means disconcerted or down-hearted over their trouble. Some of the lady saloon passengers were particularly buoyant, and accepted their mishaps with a fortitude amounting almost to heroism.

There has been no change in the position of the wreck since she parted yesterday. If the weather clear up, there are strong hopes that most of the cargo will be saved. Where she struck on the bar was the shallowest part, the water being deeper outside than where she lies.

BREAKING IN TWO OF THE VESSEL—PERILOUS POSITION OF THE CAPTAIN AND CREW.

HALIFAX, N. S., July 11.—The steamer M. A. Starr returned at 4 o'clock this morning from the wreck of the City of Washington, bringing all the cabin passengers, about 300 of the steerage passengers, and Dr. Wilson, the surgeon of the ship, and several of the stewards. All the steerage passengers, and thirteen of the cabin passengers, were transferred to the steamer Falmouth, which sailed for Portland at 8 o'clock A. M. The steerage passengers were very cheerful under the circumstances, and seemed to take their misfortune in good part. Many of them were dreadfully sunburnt from exposure in camping out at Port Le Bear. They are all deeply thankful for their providential escape, and quite happy at the prospect of reaching their destination. The passengers who remain behind will go on by rail. Several of them belong in New-England. Capt. Phillips and his officers and crew will remain at the wreck until all the steerage passengers are sent up here. The M. A. Starr goes back to Port Le Bear for the remainder of the steerage passengers. They will be forwarded by rail to the places of their destination. The following is a list of the cabin passengers, several of whom remain here to recuperate before proceeding on their journey: Mr. Daffrow, Mr. E. Cox, G. Neal, William Featherstone, John Barrett and wife, Andrew Neilson, John Metcalf, Mr. Lewis, the Misses Lewis, Mrs. Harris, the Misses Harris, Miss Church, Mr. Diamond and wife, Col. Parnell, Mr. Higgins, J. Campbell, T. W. Erst, Capt. Hamond, Miss Stewart, Miss Hirchpick, Mrs. Youch and child, Mr. Cooksley, and Mr. Jones.

The position of the steamer is much the same as previously reported. It was very rough yesterday in the vicinity of the wreck. A heavy swell from the southward in the morning caused the sea to break with great force and violence across the bar where the vessel lies. This caused the vessel to lift and surge so much that at 9 o'clock she parted abaft the foremast wheel-house, which part immediately fell over and sunk in fourteen feet of water, carrying one man with it, who clung to a small part that remained above water. The man was rescued with great difficulty. The breakers made a clean sweep over the after part of the wreck, which remains upright. All the spars went overboard with a crash when the ship parted except the mizzenmast, which is still standing. One of the boats in which the officers and crew were escaping from the wreck was swamped by a heavy sea, but the occupants were rescued by a boat from the M. A. Starr. Capt. Sheridan has arrived with his divers at the wreck, and begun operations for saving the cargo. Mr. R. B. Seaton, one of the agents of the line, is also at the wreck looking after the interests of the company. It is thought that a greater portion of the cargo will be recovered, though in a damaged condition. All of it will probably be brought to Halifax. The cabin passengers speak in terms of praise of the kindness of Mr. James Harding, of Port Le bear, in whose house they were so comfortably cared for while waiting for the M. A. Starr, and on leaving they presented him with a purse in token of their appreciation of his conduct.

On the arrival of the steamer M. A. Starr full particulars of the breaking up of the wreck yesterday morning were obtained. At 7 A. M yesterday the heavy swell which came on from the southward made a clean breach over the stranded steamer. This caused her to forge forward over the bar, and about 9 o'clock the ship parted forward of the bridge, the forward part falling over and sinking in four fathoms of water. This part subsequently all broke up. The mammast fell with a crash shortly after, just as the captain was getting off, he being the last to leave. The officers lost some of their clothing together with some instruments. The after part is still holding on, with the mizzenmast standing. The goods in the part which sunk were all broken up, and a considerable quantity was recovered by schooners in the vicinity. The cargo in the after part of the ship, it is thought, will all be saved in a damaged condition, if the weather continues fine. Capt. Doane, of the Starr, says the scene at the wreck, when the vessel broke, was one of extreme peril for the officers and crew who were on board at that time. The crash, as the immense hull broke in two was fearful, and struck the beholders on the deck of the Starr with awe. All the boats were on shore at the time, except one, which was alongside the wrecked steamer. As soon as the ship began to break up a signal was made from the ship for the boats to return. The boat which was alongside was taken by the second engineer and some of the firemen, who got into her and left the ship. They lay off from the vessel a short distance, waiting an opportunity to get alongside again. Just then a heavy sea struck the boat, laying her broadside to the breakers, when she filled and swamped. The accident was seen from the M. A. Starr, and Capt. Doane immediately manned and lowered a boat, and sent her to the assistance of the unfortunate men who were struggling in the surf. A line was thrown to the swamped boat, and the M. A. Starr's men towed them into smooth water and safety. They were very grateful for their deliverance when they had recovered. The unfortunate men lay down in the bottom of the boat from sheer exhaustion. It was then getting too rough for the M. A. Starr to remain near the wreck, and Capt. Doane was obliged to run into Port Le Bear harbor. When the M. A. Starr left at 4 o'clock, yesterday, the weather was calm, but there was a fearful head sea running. Capt. Doane thinks that if the sea kept up as bad as it was yesterday morning until high water last night the after part of the ship will have been broken up. A late dispatch to-day, however, says there is no immediate probability of the after part breaking up.

A good deal of difficulty was experienced in embarking the passengers yesterday. The little steamer M. A. Starr could not remain in the vicinity of the wreck on account of the heavy sea that was running, and so after the ship parted she went round to Port Le Bear harbor. Here Capt. Doane left his steamer and traveled on foot five miles to where the passengers were encamped. He advised Capt. Phillips to get the passengers to walk across to Port Le Bear Harbor, as that was the only place where they could be embarked. The steam-tug Daisy brought the cabin passengers around from the wreck to the M. A. Starr, and after the steerage passengers had footed it over the country to Port Le Bear Harbor, fishing-boats were employed to put them on board the steamer with the assistance of her own boats, all of which was successfully accomplished by 4 P. M. yesterday, when the M. A. Starr started for Halifax with her precious freight. The embarkation occupied over two hours. The Starr experienced fog outside the harbor, but arrived safe at 4 o'clock this morning, and transferred the passengers to the Falmouth, without mishap of any kind. Capt. Phillips presented a testimonial to Capt. Doane, of the M. A. Starr, for the noble exertions of himself and crew in saving the lives of the second engineer and some of the firemen who were capsized in the surf yesterday morning, when endeavoring to leave the wreck.

TESTIMONIAL TO THE OFFICERS AND CREW.

The saloon and steerage passengers publish the following testimonial:

To Capt. Phillips, officers, and crew of the steam-ship City of Washington:

GENTLEMEN: We, the undersigned, saloon and steerage passengers, have great pleasure in testifying to your general urbanity and kindness during the passage, and in tendering our heartfelt thanks for the very great kindness and thought which have been displayed for our safety and comfort since the catastrophe, which we all so much regret.

Signed by the following saloon passengers: William Daffron, John Barrett, George Diment, T. W. Hurst, Thomas Lewis, H. B. Ingraham, Edward Cox, Andrew Neilson, Capt. J. P. Hammond, H. Higgins, W. Jones, John Metcalf, W. Featherstone, S. J. Neill, Rosetta E. Lewis, Mary E. Lewis, Sarah H. Diment, Mrs. G. J. Harris, Miss Eliza A. Church, Miss Sophia C. Harris, Mrs. Clarinda Fowler, Mrs. E. Barrett, W. R. Parnell.

Steerage passengers: John E. Francis, Thomas Stanton, James Carless, J. Campbell, John Jones, L. Jones, G. Philipson, Emma Lawrence, Mary Anne McMullen, Maria Rook, and 300 others.

THE REMAINING PASSENGERS.

The steamer M. A. Starr left for Port Le Bear at 8 o'clock this evening, to bring the remainder of the steerage passengers. Her arrival is anxiously looked for by the passengers who are tenting on the beach. A late dispatch from Port Le Bear this afternoon states that the weather was foggy, and there was a prospect of another rain-storm. A heavy sea is still running and divers are unable to work. Too much cannot be said in praise of Mr. James Harding, an old and respected inhabitant of Port Le Bear, who has not only placed his house and contents but his whole farm at the service of the passengers, allowing them to freely use his fences for firewood to keep the women and children warm in their tents at night. It is hoped that the Inman Company will amply remunerate him for his loss.

The different companies are represented at the wreck by their agents: R. B. Seeton, Esq., for Inman's; T. S. Peters, of the firm of Cunard & Co., for Lloyd's, and I. J. Kerr, Esq., with a staff of officials, for the Customs Department.

WASHINGTON.

NOTES FROM THE NATIONAL CAPITAL

THE KICKAPOOS AND LIPANS—A WAR UPON THE INTERNAL REVENUE BUREAU—TROUBLES OF THE TEXAS REPUBLICANS.

Special Dispatch to the New-York Times.

WASHINGTON, July 11.—The Indian Bureau is in receipt of a detailed report of the proceedings of the Kickapoo and Lipan Commissioners, dated at Fort Duncan, Texas, June 30. They are endeavoring to secure the removal of these refugee tribes from Mexico to the reservations of the Indian territory. The decision referred to in the following extract from their letter is the refusal of the departments named to order the return of the captives taken by Gen. Mackenzie. The Commissioners say: "On receipt of your telegram announcing the decision of the Departments of War and State, to whom the subject of the release of the captives had been referred, we left San Antonio for this place on the evening of the 23d inst., arriving here on the 27th. On our arrival here Señor Montero found here awaiting him late instructions from Gov. Cepeda, in which he reiterates his earnest desire for the removal of the Indians, and informs his Commissioner that they must go at all hazards. By letter to Señor Montero, from the Alcalde at Zaragosa, we are informed that the Lipans and Mescelleros are there, awaiting our arrival, and intimates that they may go with us to the United States, and in order that we might tell them where they must go we have sent you a telegram, a copy of which is inclosed herewith. On consultation with Señor Montero and the Chief of the Kickapoos, who accompanied us to San Antonio, we have concluded to wait here a few days until they, with Michael Thomas, our interpreter, can go to the Kickapoo camp and get all the tribes to meet us at Zaragosa. From the best information we can gather relative to the number in each tribe there are about 1,500 Kickapoos and Pottawatomies, and 2,000 Lipans and Mescelleros." These advices show that the Mexican Government is actively co-operating with our authorities in the removal of these Indians.

THE BRITISH CLAIMS COMMISSION.

The British-American Claims Commission here, by a recent ruling declared that all claims against the United States Government were barred which had their origin subsequent to the day fixed by the Treaty of Washington as the date of the close of the rebellion. This ruling barred a very large number of claims which had been prepared for presentation to the Commission. The amount represented by these claims was some millions of dollars. It is the owners of these claims who have called the meeting yesterday announced in the cable dispatch.

A WAR UPON THE REVENUE BUREAU.

The Internal Revenue Bureau is advised that upon the opening of Congress a combination of whisky distillers and railroad men will begin a war upon it. The complaint of the railroad men is that the Internal Revenue Bureau has instituted suit against them for the payment of the tax assessed upon stock dividends. The grievance of the distillers is that Commissioner Douglass has insisted upon a rigorous enforcement of the law which imposes a penalty of one per centum interest on all taxes which are not paid at maturity. It is difficult to see any legitimate basis for the attack of this combination, inasmuch as the United States Supreme Court, in the cases appealed from Pennsylvania, has already affirmed the constitutionality of the law.

TEXAS POLITICS.

The two factions of Texas politicians represented here, have in preparation two memorials setting forth their respective views of the condition of affairs in Texas. These memorials will be furnished to the President and distributed in Texas. They both allege that the opposing faction has been engaged in corrupt practices; that offices have been sold, and influence bartered. Gen. Clark says he was incorrectly reported in these dispatches as making propositions to Gov. Davis looking to his retention as postmaster at Galveston, in the effort to compromise their differences. The General further insists that he has no quarrel with the Governor, except of the Governor's own making, while he regrets there should be any cause endangering the success of the Republican Party in Texas.

Dispatch to the Associated Press.

NAVAL INTELLIGENCE.

No vessels of the North Atlantic Fleet are now in Cuban waters. The Saugus, iron-clad, and Pawnee, hospital ship, are at Key West, and the remainder of the fleet are in Hampton Roads. Commander S. H. Baker and Lieut. Commander P. H. Cooper are ordered to the Naval Academy; Lieut. Commander R. S. Chew is detached from the Tuscarora, and placed on sick leave; Lieut. W. W. Rhodes is detached from the Nicaraguan survey, and granted three months' leave.

RATES FOR OFFICIAL TELEGRAPHING.

Upon a question made by Mr. Orton, President of the Western Union Telegraph Company, the Attorney General has decided that upon lines of telegraph operating under the act of July 24, 1866, the officers and agents of the different departments of the Government may telegraph each other upon official business at rates fixed by the Postmaster General.

STEAM-BOAT INSPECTION.

Secretary Richardson has issued the following circular to officers of customs and inspectors of steam-vessels:

TREASURY DEPARTMENT, WASHINGTON, D. C., July 10, 1873.

So much of Department Circular of March 12, 1872, Navigation Division, No. 6, as directs officers of customs to transmit to this department a certified copy of every original certificate of inspection delivered to them by inspectors of steam-vessels; as also the Department Circular of April 25, 1872, Navigation Division, No. 12, repeating said orders, are hereby revoked. Copies of inspection certificates will no longer be transmitted to this department.

WM. A. RICHARDSON,
Secretary of the Treasury.

RECRUITS FOR CAVALRY REGIMENTS.

The Superintendent of the mounted recruiting service has been ordered to forward 100 recruits to Omaha, Nebraska, for the Second Cavalry. They will be sent from the rendezvous at New-York City. Another detachment of 100 from the St. Louis Depot will be forwarded to Fort Union, New-Mexico, for the Eighth Cavalry, and another detachment of 100 from the same depot to Fort Hays Kansas for the Sixth Cavalry.

CALIFORNIA UNIVERSITY LANDS.

Judge Paschal and Mr. G. W. Coun, attorneys for the pre-emptors in the case of the University of California against Reynolds, Green, Ducharme, and the State, this morning made an argument before the Secretary of the Interior for the re-opening of the case, and review of the decision of Acting Secretary Smith a few days ago. The Secretary took the papers in the case, and announced that he would decide the matter next week. The decision of Mr. Smith, it will be remembered, affirmed the decision of the Commissioner of the Land Office in favor of the University.

THE CHOLERA IN NASHVILLE.

Dr. C. C. Cox, President of the Board of Health of this city, has received a letter from Dr. J. D. Plunkett, President of the Nashville (Tenn.) Board of Health, stating that Asiatic cholera exists in that city in a much more malignant form than in 1866; that it is general throughout that community, though principally confined to the poor classes; that the routine practice of other epidemics of cholera has been pursued as a method of treatment, with no advance over its former unsatisfactory results. In reply to the question as to what hygienic measures have been found best adapted to that locality as a preventive or modifier of cholera, he says that no specific measures have been pursued, but that the common plan of disinfecting and cleansing of premises by the public authorities and private citizens has been adopted. He adds that the cholera has nearly disappeared from that locality, but leaves an intractable form of dysentery, which itself has become epidemic.

THE MODOCS.

CLOSE OF THE TRIAL OF THE CANBY MURDERERS.

SAN FRANCISCO, July 11.—A dispatch dated Fort Klamath, Oregon, July 10, via Yreka 11th, says: The trial of the Modocs implicated in the massacre of Gen. Canby and Peace Commissioner Thomas was concluded yesterday before the Military Commission. The evidence for the prosecution was of the most positive character, leaving no doubt of the guilt of the prisoners. The only witnesses for the defense were Scar-faced Charley, Dave, One Eyed Mose, and William. Their testimony amounted to nothing in favor of the prisoners, but was simply a recital of what the Klamath Lake Indians had done, and the statements they made to the witnesses since this trouble begun. The only testimony produced by the prosecution, which was of no value, was that of Dyar, the Indian Agent of the Klamath Reservation. He could swear to nothing positively, except that he accompanied Gen. Canby and the Peace Commission to the council tent. No doubt exists in the minds of those who attended the trial that the Commission will find the prisoners guilty of the charges and specifications on which they were tried. The soldiers and the citizens of the place appeared to take a lively interest in the trial. The prisoners were also very attentive, and seemed to rely wholly on the Commission for justice. Col. Elliot, Col. Curtis, and Dr. Belden, the efficient reporter for the Commission, will leave this morning for San Francisco.

LOSSES BY FIRE.

Leominster, Mass., suffered on Thursday night from the most extensive fire that has ever occurred in that town. At 11:15 the fire broke out, apparently in the kitchen of Chas. T. Wilder's restaurant, in Burdett's Block, opposite Monument-square, in a row of wooden buildings close together. The building in which the fire originated was occupied by Wilder, with the exception of a boot and shoe store kept by Geo. W. Foster, who saved most of his stock and fixtures. The flames spread to the stables of the Leominster House, in the rear, and to the hotel itself, and thence to the extensive factory of the Arlington Piano Company, where 200 finished and unfinished pianos were destroyed. The hotel building was destroyed. The furniture was saved in a damaged condition. Jones' Block was next burned. George E. Jones occupied the lower story as a stove-store; the upper story was occupied by Wheelock, shoe-dealer, and G. F. Morse, picture-frame maker. Jones' barn, in the rear, containing $2,500 worth of rags, besides carriages and other property, was destroyed. A small stream intervened between the flames and the next building in that direction, and here the fire was arrested. The loss is from $100,000 to $150,000. It is supposed that the Fitchburg Mutual Insurance Company will lose heavily. The Bangor, Equitable of Providence, Liverpool, London and Globe, Mutual of Boston, and the Dorchester companies each lose small amounts. The insurance list is still incomplete.

The following is a partial statement of insurance on property destroyed by the Leominster fire: Chas. T. Wilder, $600 on stock and fixtures, in the Union, of Bangor, and $600 in the Equitable, of Providence. George W. Foster, restaurant, $3,000 in the London, Liverpool and Globe; hotel building, $2,000 in the Fire and Marine, of Springfield, and $2,000 in the Roger Williams, of Providence. Arlington Piano Company, $2,000 in the Continental, of New-York; $3,000 in the Franklin, of Philadelphia; $1,500 in the Pennsylvania, of Philadelphia; $2,000 in the Royal of Liverpool; $2,000 in the Westchester of New-Rochelle, N. Y.; $1,500 in the Alps, of Erie, Penn. Wilder & Osborne, $600 in the Fitchburg Mutual, of Fitchburg, Mass. George S. Jones, loss $20,000; insurance, $7,000, of which $3,500 is in the Fitchburg Mutual. Hamilton Brown, $1,500 in the Dorchester Mutual, of Dorchester, Mass.; $300 in the Merchants' of Providence. Pierce & Robbins, $10,000 in the Union, of Bangor; $1,000 in the Fire and Marine, of Springfield; $500 on furniture (in the Leominster House) in the Builders', of Boston. Harriet Nichols, boarder at the hotel, $1,000 on furniture in the North American, of Providence. The fire was the work of an incendiary, and the loss will be about $100,000, only half of which is covered by insurance. It is impossible to get a full list of insurances, as many of the heaviest losers are away.

On Tuesday night a fire broke out in the northern section of Maguire's saw-mill at Ridge-avenue and Master-street, Philadelphia. The building was totally destroyed; loss probably $30,000. The first floor was occupied by Daniel Maguire as a saw and planing-mill. The second and third stories were occupied by George W. Nailer, manufacturer of cabinet ware; loss on stock probably $18,000; insured for $8,000. The building was owned by Daniel Maguire, the loss on which will exceed $5,000; covered by an insurance of $10,000. Maguire's loss on stock is $5,000.

Cushman Brothers' manila paper-mills and bag manufactory, at Amherst, Mass., were entirely destroyed by fire on Thursday night. Loss $50,000; insurance $30,000. Twenty-five hands are thrown out of employment.

THE WEATHER.

SYNOPSIS AND PROBABILITIES.

WASHINGTON, July 11—8 P. M.—The barometer has risen since Thursday afternoon in the Southern and Middle States and lower lake region. It has fallen in New-England, at the Rocky Mountain stations, and remarkably so in Minnesota and Manitoba, where it is now quite low. The temperature has risen in the interior of the South and Middle Atlantic States, and especially in the North-west. South-easterly winds are generally reported from the Eastern Gulf and South Atlantic States, and from the North-west, increasing to high winds in Minnesota and Dakota. Northerly winds prevail over the Ohio Valley, the lower lakes and the Middle and Eastern States. Local rains have been reported from all portions of the Atlantic States and lower lake region. Cloudy and rainy weather now prevails on the Eastern Gulf and most portions of the South Atlantic coasts, and New-England, as also over Nebraska and Minnesota. The rivers have risen at Davenport and Memphis, but fallen at Shreveport, Omaha, Pittsburg, Cincinnati, and Louisville.

PROBABILITIES.

On Saturday, for the Gulf States, southerly winds, higher temperature, increasing cloudiness, and local storms; for the South Atlantic States, northerly winds, veering to south-east, with local rains; for the Middle and Eastern States, northerly winds, partly cloudy and clear weather; for the lake region and Ohio Valley, winds generally veering to north-east and south-east, with rising temperature; for the upper lakes and North-west, falling barometer, south-easterly winds, increasing possibly to brisk and high, with cloudy weather, and numerous local rains and severe storms.

EXECUTION OF A MURDERER.

NORFOLK, Va., July 11.—Jim Brown, the negro who last June murdered Mrs. Dazier and Mrs. Jones, two aged women, residing in Nansemond County, was hanged to-day in the court-house yard at Suffolk before 4,000 or 5,000 people. Brown was convicted upon his own voluntary confession of guilt. He said he had no ill-will toward the murdered women, that they had always befriended him and his family, but that the devil was in him and made him commit the murder. The negro professed to have lately experienced a religious conversion. He passed much of his time in singing and praying, and expressed his entire readiness and even willingness to die. He declared to the last that he had no accomplice in the murder.

THE COLLEGE REGATTA.

SCENES AT SPRINGFIELD.

YALE UNIVERSITY AND FRESHMEN CREWS—THE NEW STYLE OF STROKE.

From Our Special Correspondent.

SPRINGFIELD, Mass., Friday, July 11, 1873.

Public interest as to the result of the regatta is rapidly augmenting, if the number of visitors that have arrived in this city since the beginning of the week can be taken as a criterion. Every train that comes in also brings additions to the increasing throng. The two principal hotels, viz., Haynes' and the Massasoit, are already well filled, while letters are constantly being received asking for accommodation over the regatta day. The proprietors, in answer thereto, inform all applicants that rooms must be paid for from the 15th in order to insure their retention. On these terms, even, the demand is steadily increasing, and by Saturday not a bed will be left disengaged according to present indications. Everything in the shape of a conveyance that can run on wheels has already been engaged for the 17th, if one can believe the accounts of the livery-stable keepers, and at exorbitant rates, and as many more vehicles could find customers were they to be had. The starting-point is nearly three miles from the city and the road to be traversed is now about ankle deep in finely-powdered dust, and from the number of teams that are passing to and fro with people desirous of witnessing the practice of the different crews, it promises, by the day of the race, to be still worse. However, should we have a good, heavy shower of rain, which, from the appearance of the clouds, may be expected to fall at any moment, this state of things may be improved. The water in the river, owing to the long-continued drouth, is still lower than yesterday, and fears are entertained that it will be impossible to start all the eleven University crews at one time. The Regatta Committee are to-day discussing the question as to the advisability of starting the race in heats, as I mentioned would be probable in my letter of yesterday. They are also to decide to-night whether the single-scull race and the running race shall be set down for the same day or not, for it begins to look as though both events will result in a walk-over, unless the original date (the 17th) is changed, as up to this time only one entry has been sent in for each event. If the date be altered many of the individual members of the University crews would be willing to contest, which they otherwise could not do for fear of damaging the chances of their crew in the great race. The committee are beginning to comprehend the situation, and seem disposed to give way. Should they do so the popular excitement will be on the stretch for three days. The programme will then be the Ward-Biglin sculling match on the 15th, the Bennett Cup for two-mile running race, and the single-scull race, open to collegians, on the 16th, and the University Freshman and University contests on the 17th, to be followed by a grand ball at the Town Hall in the evening.

To-day is splendid for rowing, the water being smooth and the sun obscured by the clouds, thus allowing all the crews to turn out and go in for thorough hard work without feeling fatigued. There is, too, a cooling breeze blowing from the westward. The complement of college crews here is now made up, the Bowdoin men having arrived last evening. I will give a description of the men, their condition, and style of rowing in a future letter. To-day I devote to an account of the Yale crew. Their quarters are opposite West Springfield, on the Connecticut shore, and at least three and a half miles further up the river than the nearest of the other crews. It would seem that they had chosen this position in order to be out of the way, and to be able to practice without being watched.

Considerable curiosity is evinced among boating men as to where the peculiar style of stroke adopted by this crew will land them at the finish on the 17th. It is to my mind most ineffective, and although it is called the English stroke by the Captain, who is also the instructor and trainer, it is really neither English nor American, but a bad combination of the two, and possessing none of the good points of either. This may, to a certain extent, be due to the difficulty experienced by the Captain in getting his men to forget their old style, most of the crew being accustomed to the American stroke. It is a well-known and acknowledged fact in rowing that it is next to impossible to get any men, who have once learned a certain style, to change off and adopt another. So it proves in the present instance, for notwithstanding the constant coaching and instruction the men receive, they fail to pick up the required style, and as a consequence are more than likely to be badly beaten when the time comes. The men, too, do not appear to be in such condition as they should be with the race so close at hand. They are all too fleshy, and seem to lack staying powers. The names, weight, and positions of the men are as follows:

No.	Name.	Age.	Weight.	Height.
1	H. D. Fowler, (bow)	23	147	5.7
2	J. Day	21	158	5.9
3	H. Meyer	24	164	5.9
4	W. F. McCook	22	150	5.8
5	J. Kennedy	21	155	5.11
6	R. J. Cook, (stroke and Captain)	24	155	5.8
	Substitute.			
	W. R. Richards	19	155	5.11

Like the Harvards, this crew dispenses with the assistance of a professional trainer, and are under the command of their Captain, who sees to their training, which is regulated as follows: The men are required to turn out at 6 A. M. and start out for a moderately long walk and a short run home. Breakfast of beefsteak or chops and eggs, with toast and coffee, is taken at 8 o'clock, and at 10 o'clock the ship is manned and rowing is the order. Dinner is had at 1 o'clock, which, however, is only a light meal of cold meat, bread, and a glass of ale. The men then rest until 3:30 P. M., when they again get into their outrigger and pull three miles straight away on time, and paddle back home. Supper, which is the meal of the day—all being allowed to eat heartily—is disposed of at 6 o'clock, after which the men, if so disposed, take a short walk, and retire to bed at any time between 9 and 10. If any of the men feel a little low, or are affected with comforters, they are allowed to indulge in a glass of port wine. A glass of sherry, with an egg beaten up in it, is also administered to each man previous to starting on the morning walk. They are rowing now in their racing shell, which has been constructed for them by Blaikie, and is 150 pounds in weight, 50 feet long, and 21 inches wide. Complaint is made by the crew that she is much too lumbersome, being twenty pounds heavier than was ordered.

The crew commenced rowing together in pairs about the 1st of May, and were thus coached in the new stroke by Capt. Coole. They have been together as a whole crew since about the 18th of June. On the 25th of June they arrived here, and have been hard at work ever since. Fowler, No. 1, has never rowed in a regatta, but formed one of a crew in last year's class races. He, like all the rest, has a nasty habit of turning his head to watch the blade of his oar, instead of keeping his head straight and eyes inboard; he also wants to get forward quicker and make a cleaner finish to his stroke. No. 2, Day, has been a rowing man since his first entrance to the college. In 1870, he formed one of the crew that rowed against Yale, and last year stroked the boat in the University regatta. He is probably one of the best men in this year's crew, but hardly gets forward quickly enough, and fails to get a clean sweep with his oar. He also wants more grip of the water on the first part. No. 3, Meyer, has rowed in nothing but class races. He is particularly fleshy, and wants to do a good deal of hard work to bring him into condition. He, too, fails, like mostly all of the crew, to get his hands and arms forward in time, and half the time forgets to use his stretcher, as though he were afraid of breaking it. No. 4 is an old hand, having rowed in the University race of 1870, in class races, and in last year's University race also. He has now rather a slovenly style, but this is perhaps due to the difference in the style of stroke this year and that of last. No. 5, Kennedy, is new to boating matters, as this is his first attempt. He pulls a strong oar, but fails to get forward quickly enough, and has a slovenly way of finishing his stroke, while at the same time he requires to keep his head up more and his elbows closer to his sides, and to make a cleaner finish. No. 6, Cook, rowed No. 3 in last year's crew, and is now, as previously mentioned, the stroke of the ship, and instructor of the crew in the new style. He was advanced to this position on account of having been to England and studied the style in common practice there, and the desire of the club to endeavor to adopt the same system, it being considered more effective and less distressing to the men. Whether such will prove the case on the coming occasion, remains yet to be proven, but at present the boat lacks way and has too much roll. The men also hold their hands too far apart in gripping the oars, which are too short inboard for the style practiced, causing them, instead of pulling a straight and even stroke, to get an ugly cant to the side, and to drop one shoulder, while at the same time they loose power. Judging from present appearances it is the opinion of most rowing men, and mine also, that Yale is more than likely to bring up the rear on Thursday next, instead of leading the van. Their stroke averages thirty-four.

THE YALE FRESHMEN.

The Freshmen Crew are under the charge of the veteran James Hamill, who is doing all that is possible to fit his protégés for the coming struggle. The following are the names and positions of the crew:

No.	Name.	Age.	Weight.	Height.
1.	H. W. De Forrest	18	140	5.9
2.	F. N. Noyes	18	141½	5.8
3.	D. H. Kellogg, (captain,)	19	147	5.11
4.	W. C. Hall	18	145	5.10
5.	J. L. Brownell	19	145	5.8¾
6.	F. Wood	19	145	5.10

They are a sturdy-looking lot of young men, and set their boat well. They, like their elders, have also adopted the English style of stroke, and appear to be able to outrow them. None of the crew, with the exception of two or three, have ever rowed before, and the two named only in a six-oared barge class race. They have all been rowing together since about the 1st of April, and have been here nearly three weeks, during which time they have considerably improved both in style and condition. Their ship was built for them by Elliott, and is 49½ feet long, 20 inches wide, and weighs 130 pounds. Although they yet require considerable practice before they can be said to be fit to compete for the prize, yet they are likely to provide some warm work for their antagonists—Harvard and Yale—to do to beat them. Hamill is very sanguine, and says that by the day of the race they need not fear any other crew.

THE WARD-BIGLIN RACE.

Ellis Ward was out on the river betimes this morning, notwithstanding that he is suffering from a slight sore throat. He is well satisfied with his new shell, and says she is very fast. He certainly makes her travel, and it looks as though Biglin will have hard work to beat him, if he does at all, which at present looks very doubtful, for he, too, is to-day again a little out of sorts. His new boat is expected to arrive to-night. Who is to act as referee on the day of the race, the 15th instant, has not yet been decided, but Ben Brady is talked of, and would be accepted by both men.

BY MAIL AND TELEGRAPH.

The Internal Revenue receipts yesterday were $325,873.

Gen. Thomas N. Cazneau died in San Francisco yesterday after a brief illness.

Ex-Mayor Otis, of Roxbury, Mass., died yesterday morning, aged sixty-two years.

The fourth of the children's excursions in Philadelphia took place at Rockland yesterday. Fifteen hundred participated.

The British steamer Galley of Lorne, for Hong Kong, took $88,000 in treasure, over 3,000 barrels of flour, and 100,000 feet of lumber.

The gain to the population of California by all routes of travel, in the last six months, is 34,416, including 12,000 from China and Japan.

Robert O'Malley, convicted of manslaughter in killing Henry King, in San Francisco, has been sentenced to five years in the State Prison.

Two passenger trains on the Miami Railroad collided yesterday near Foster's. One of the engineers was pretty badly hurt. No other person was injured.

The body of a drowned woman was found in the Potomac, at Washington, yesterday, and proved to be that of Mrs. Elizabeth Smith, the wife of Martin Smith, a canal-boat Captain.

As the President will have to affix stamps to all his correspondence now, a handsome silver-plated postal balance will be presented to him on his return to Washington.

Commander Braine, of the United States steamer Juniata, telegraphs to the Navy Department from St. Johns, N. F., under date of July 10, that his vessel would sail for Disco on that day.

William Lynch, the boy who fatally shot a companion, John McKenna, on Wednesday, was committed yesterday, in Boston, on the charge of murder, to await the result of an inquest to be held on Wednesday.

The balances in the Treasury yesterday were: Currency, $8,296,672; special deposit of legal-tenders for the redemption of certificates of deposit, $32,815,000; coin, $80,247,139; including in coin certificates, $44,087,300; outstanding legal-tenders, $356,000,000.

The Attorney General has decided that the fifteen per cent. increase of compensation to employes of the Senate and House of Representatives, under the act of March 3, 1873, applies only to those employed during the Forty-second Congress.

The Senate of Connecticut, yesterday passed a resolution authorizing the Governor to appoint a new board of five commissioners, on the State-house building, and appropriating $500,000 additional for the work. The Governor may select any of the old commissioners.

A colored man, giving his name as James B. Belford, and also as George Mila Alfred, was arrested in Doylestown, Penn., on Thursday, on information of a colored man, of whom he had made a confidant, for the murder of Dr. G. T. Alford, of Eldorado, Ky., on the 27th of last May.

A meeting was held at Canastota, N. Y., yesterday afternoon, under the auspices of the Madison County Cuban Aid Association, at which a collection was taken up to buy guns and powder for the Cuban patriots. Gerrit Smith, who had already donated $5,000 for this purpose, subscribed $100 more.

Gen. Wm. Mahone, President of the Atlantic, Mississippi and Ohio Railroad; N. L. McCready, President of the Old Dominion Steam-ship Company; Col. John M. Robinson, President of the Baltimore Steam Packet, and Seaboard and Roanoke Railroad, and Mr. Keyser, Vice President of the Baltimore and Ohio Railroad, are sojourning at the Hygeia Hotel, Fortress Monroe.

The shipments of coal from Cumberland for the week ending July 5 amounted to 49,211 tons 15 cwt., an increase over the corresponding week of last year of 4,224 tons 2 cwt. For the year to that date, 1,186,183 tons 16 cwt. were shipped, showing an increase over the same period in 1872 of 118,350 tons 12 cwt. The increase in railroad shipments was 167,524 tons; decrease in canal shipments, 49,173 tons 8 cwt.

BOWDOIN COLLEGE.

BRUNSWICK, Me., July 11.—The examination of candidates for admission to Bowdoin College was held to-day. There were seventy-three applicants for admission to the Freshman Class, which is more than twice the number that ever before presented themselves at one time. If the usual ratios of applicants at the second examination is maintained, the class will number 100 at the beginning of the next term. There were applicants for admission to other classes.

THE ARKANSAS TROUBLES.

LITTLE ROCK, Ark., July 11.—Reports were received by the Governor to-day of trouble in Pope County, caused by the unwarranted interference of some militia officers with an election contest. The Governor immediately mustered out every militia officer in the county. Wm. A. Crawford was to-day appointed Brigadier General of Militia. He was formerly a Confederate Colonel. The Governor to-day issued proclamations ordering new registrations in Van Buren and Howard Counties.

LATEST NEWS BY CABLE.

RUSSIA AND KHIVA.

THE EXPEDITION TO RETURN TO TASHKEND IN AUGUST.

ST. PETERSBURG, July 11.—It is stated that the Khivan expeditionary force under command of Gen. Kaufman will return to Tashkend about the middle of August.

SPAIN.

REPULSE OF CARLISTS AT SANTA COLOMA—OPERATIONS IN NAVARRE.

MADRID, July 11.—The Minister of War has received intelligence of a battle at the town of Santa Coloma, province of Barcelona, in which fifty of the insurgents were killed.

Gen. Cordova has declined the command of the Army of the North.

BAYONNE, July 11.—The Carlist force which captured San Guesa, in Navarre, were soon driven out of that town by a force of Republicans.

The Government troops afterward sacked the place, burned the factories, and insulted the women, upon the pretext that the population sympathized with the Carlists.

Reports have reached this place that the Carlist Chief, Saballs, with 3,000 men, has surprised a force of 4,000 Republicans, under Gen. Cabrinety, near Ripoll.

Cabrinety was killed, one-half of his command taken prisoners, and all his artillery captured.

MURDER AND RAPINE BY INTERNATIONALS—RAILROAD ACCIDENTS.

MADRID, July 11.—The *Imparcial* says the Internationalists in Alcoy have risen against the authorities, shot the Mayor, burned sixty houses, and are now besieging the civil guards and volunteers, who had taken refuge in the town hall.

They hold a number of prominent citizens as hostages, and threaten to shoot them if the troops attack the town from the outside.

An accident occurred, yesterday, on the Southern Railway, by which many persons were killed and injured.

GREAT BRITAIN.

MARRIAGE OF THE DUKE OF EDINBURGH AND THE DAUGHTER OF THE CZAR FINALLY ARRANGED.

LONDON, July 11.—A marriage has finally been arranged between his royal Highness the Duke of Edinburgh, and the Grand Duchess Maria Plepandrowna, the only daughter of the Emperor of Russia.

The settlement took place at 11 o'clock to-night.

The Duke thus foregoes the right of succession to the Duchy of Saxe-Coburg, which fact involves important political considerations.

THE ORANGE PARADE IN BELFAST—THE DUBLIN POLICE.

LONDON, July 11.—There is considerable excitement in Belfast in consequence of apprehensions of disturbances to-morrow during the parade of the Orangemen.

The authorities have made extensive preparations for the maintenance of order, and are resolved to act vigorously, should the scenes of the last 12th of July be repeated.

One thousand extra policemen have been sworn in, and additional military forces have been sent to the city.

A placard was posted throughout Belfast this morning signed by Mr. William Johnston, member of Parliament from that city, deprecating an Orange demonstration.

DUBLIN, July 11.—The police of this city have addressed a memorial to the Commissioner declaring that if their demands are not conceded, they must decline all responsibility for the preservation of order.

THE LIVERPOOL CUP WON BY JARNAC.

LONDON, July 11.—At the Liverpool July meeting to-day the Liverpool Cup was won by Jarnac.

Lord Derby was second and Precentor third.

The betting at the start was 6 to 1 against the winner, 5 to 1 against Lord Derby, and 6 to 1 against Precentor.

FRANCE.

A EUROPEAN COMMERCIAL TREATY—THE SHAH.

LONDON, July 11.—It is reported that the French Government has under consideration the question of calling a Congress of representatives of the great Powers in Paris for the purpose of discussing the terms of a new commercial treaty.

PARIS, July 11.—The Shah of Persia has conferred a decoration on M. Buffet, President of the Assembly.

ITALY.

SCIENTIFIC EXPERIMENTS WITH MORPHINE.

ROME, July 11.—Prof. Frederick, of Palermo, has obtained some surprising results from the injection of morphine under the skin. He will publish a report of his experiments at an early day.

GERMANY.

PRINCE BISMARCK'S INTENDED RETIREMENT FROM THE PRUSSIAN CABINET.

BERLIN, July 11.—The permanent retirement of Prince Bismarck from the Prussian Cabinet, the certainty of which was announced some months ago, is on the eve of accomplishment.

It was stated in a dispatch sent from this city on the 26th ult., that the Prince had taken preparatory steps for his withdrawal.

He will retain the German chancellorship.

It is now reported that Herr von Balen will be Minister of Foreign Affairs.

AUSTRIA.

THE SHAH NOT TO VISIT VIENNA, FEARING CHOLERA.

VIENNA, July 11.—In consequence of reports of the prevalence of cholera in Vienna having reached the ears of the Shah of Persia, it is probable that his Majesty will return to Teheran without visiting this city.

TURKEY AND EGYPT.

THE RUMORED EXTRAORDINARY POWERS OF THE KHEDIVE.

CONSTANTINOPLE, July 11.—The report that the Sultan had issued a firman granting extraordinary powers and privileges to the Khédive of Egypt is discredited in diplomatic circles here.

ROWING ON THE MONONGAHELA.

PITTSBURG, Penn., July 11.—An exciting regatta took place at McKeesport, on the Monongahela River, to-day. There were two races. The first was for single sculls, three miles, and was won by Billy Scharff, in 23½ minutes. The second prize was won by Nick Dermaish. Both winners are members of the McKee crew. The second race was a contest between four-oared boats, four miles, for three prizes—$125, $75, and $25. The first was won by the Howard crew in 34½ minutes.

NEW PUBLICATIONS.

THE MONEY MARKET.

LOMBARD-STREET: A DESCRIPTION OF THE MONEY MARKET. By WALTER BAGEHOT. London: HENRY S. KING & CO. New-York: SCRIBNER, WELFORD & CO.

Mr. Walter Bagehot, the author of this book of modest title, is one of the most remarkable writers of England. His capacity to make complex subjects plain is something marvelous, and it results from a rare combination of rare qualities. He has, in the first place, a power of acute and sustained observation. No fact is too small for his keen eye to note—none is so large as to obscure the lesser ones with which it is related. He is patient of details, and he has a gift of generalization. He is at once careful and bold. Like a skillful captain, he does not ignore the necessity of vigilance in small things, and he laboriously prepares the individual facts on which the larger results of his reasoning depend; but the facts once prepared—the forces enlisted, the weak points protected, the qualifications provided for—he proceeds to his conclusions with determined courage, and his progress is not easily checked. Perhaps his chief distinction among English writers is the service he has rendered in placing old subjects in a new light; in pointing out the changes made by the rapid movement of modern life in the substance of institutions whose form has apparently been little modified, and in tracing these changes to facts which most can readily recognize, but the bearing of which no one had actually perceived. One instance of this service is his work on the English Constitution, in which his penetration, ingenuity, and candor enable him to give a singularly clear account of the actual condition of the English governmental machine, as well as a striking and instructive explanation of the origin of some of its features ordinarily puzzling beyond endurance. *Lombard-street* has many of the best qualities of his *English Constitution*, and some peculiar to itself. The subject is one with which he is entirely familiar. As a banker, with large business and wide connections, he has been in daily contact for years with the thing he has undertaken to describe. As editor of the *Economist*, it has also been for years his practice to reduce his observations to systematic form, and to present their salient points, and his more important deductions from them, in a manner designed to arrest attention and to secure respect. Provided a man has the mind to take the full advantage of it, it is difficult to imagine a training more likely to produce a sound and instructive writer. It has, in his case, freed him from the dangers of the closet on the one hand, and the limitations of the counting-room on the other. His theories have been formed in the midst of facts; his facts have been compelled to act as the basis of comprehensive theories.

We are inclined to think that Mr. Bagehot's title for his latest book will not convey to the general public any adequate idea of its scope, or even of its purpose. The book is, indeed, a "description" of Lombard-street, but of many things connected with it which not one in thousands of those who have spent their lives there has noticed, and which have been understood by but few of those who have noticed them. Lombard-street is used to designate the banking system of England, and the book contains an elaborate analysis of this system, and a very full discussion of the principles which govern its transactions.

The most striking fact in the banking system of England is its combination of enormous power with almost incredible delicacy. About the beginning of this year, the deposits of banks which publish their accounts, in the following-named cities, stood, as quoted by Mr. Bagehot:

London	$600,000,000
New-York	200,000,000
Paris	65,000,000
German Empire	40,000,000

and the unknown deposits—the deposits in banks which do not publish their accounts—are in London much greater than those in any other of these cities.

All the world borrows in London. The German Empire keeps a large deposit there. Since the suspension of specie payments by the Bank of France, the only available large stock of gold in existence is in the Bank of England, and this fact, if no other, makes London the centre of the monetary transactions of the world. On the banking system of England, which is thus connected with the credit operations of all countries, rests a system of domestic credits extended and ramified almost beyond conception, unless it be in our own country. Men who do business on borrowed money in England are steadily increasing in number, and according to Mr. Bagehot, are "driving the old-fashioned trader out of the market," with consequences not pleasant to contemplate, but which we cannot here stop to notice. In the constant borrowing which is thus going on, London is the go-between. Her banking system takes the money which is seeking a use, and furnishes it to the borrowers who are seeking it. It is by its help that "English capital runs as surely and instantly where it is most wanted, and where there is most to be made of it, as water runs to find its level."

One obvious consequence of this position of London, is that there is deposited always in Lombard-street an enormous amount of money on demand, while nearly all the money thus deposited is loaned out again in such ways that more or less time would be required to call in any considerable percentage of it. It is this fact which primarily causes the marvelous delicacy of the Lombard-street money market. Any sudden and great demand by depositors for money is met only with difficulty and embarrassment. If the demand were very sudden and very great, it might be impossible to meet it at all. Thus it is that any unforeseen and rapid change in the course of the business of the world is felt in Lombard-street with the utmost rapidity, and with great sensitiveness. No country, no great interest in any country, can experience a great need for money without drawing, directly or indirectly, on Lombard-street, and Lombard-street cannot be drawn greatly on without the results affecting, directly or indirectly, the whole world.

We have thus briefly stated the business and relations of Lombard-street. Mr. Bagehot describes them with great clearness and at considerable length. His book is written to enforce one fact in connection with the street, and to establish several very important conclusions, flowing from that fact. The four great agencies by which the business of Lombard-street is transacted, are the Bank of England, the private banks, the joint stock banks, and the bill-brokers. They are all engaged substantially in the business of receiving loans on demand, or on short notice, and making loans on longer time. They all require, therefore, a certain reserve with which to meet any demands that may be made upon them, and which must be paid before moneys loaned out fall due, or before the securities on which these loans are made can be turned into money. Now the single fact around which Mr. Bagehot's book turns is this: The entire banking reserve of England is held by the Banking Department of the Bank of England. And the conclusions Mr. Bagehot seeks to establish are based upon this fact. It comes about in this way. All London banks, private or joint stock, keep their reserve on deposit in the Bank of England, to save the expense of caring for it, because it is more convenient, and for the same reasons that private persons seek a bank of deposit. Bill brokers, "who are only a special sort of bankers, who allow daily interest on deposits, and who, for most of their money, give security," do much the same. In addition to this, the country bankers and the Scotch and Irish bankers send their spare money to London, and invest it with London bankers or bill brokers, and all for the same reason—they cannot afford to have it lie idle. This sum, also, then, finds its way to the Bank of England; and thus that institution holds money which is the banking reserve of all England, Ireland, and Scotland.

But the Bank of England does not hold this money as a reserve. It does not profess to so regard it. It does not acknowledge any duties growing out of the fact that the money is a reserve. It does not admit that the bank is anything more than or anything different from any other bank, or that it should treat its deposits in any other way than any other bank would treat them if it held them. So little is there any recognition of peculiar duties on the part of the Bank of England that one of its directors, Mr. Hankey, a very able and experienced man, and at one time, we believe, Governor of the bank, has taken special pains to contest the views of Mr. Bagehot.

Yet, though the Bank of England has not acknowledged the obligations attributed to it by Mr. Bagehot, it has lent the strongest possible support to his view by acting upon it to a great extent, and to the greatest extent in recent times. Mr. Bagehot defines the duties of those having in charge a banking reserve to be two, one existing in times of ordinary confidence and one existing in times of extraordinary want of confidence. The first duty is to keep the reserve strong enough to maintain confidence; the other is, on the first appearance of the premonitory symptoms of panic, to lend freely in every direction to all who can furnish fair securities and are ready to pay a high rate of interest. Obviously in the case of the Bank of England both these duties are vastly more important on account of the banking system of England having but a single reserve, and that reserve in the Bank of England. This is not the place to reproduce, even if it were possible, in condensed form, Mr. Bagehot's admirable description of the operations of our modern credit system, of the interdependence it has created between all great trades and industries, of the way in which this interdependence causes all business to be affected by circumstances which greatly modify the course of any branch of business, of the alternations of confidence and discredit and the sources of each. For this we must refer our readers, as we take great pleasure in doing, to Mr. Bagehot's book. They will find nowhere else, so far as we are aware, so acute and complete an analysis of the influences that control modern trade. They will also find there very clearly stated some of the main principles that must govern the banking system of any country which hopes to bear a large and honorable part in modern commerce. Nor shall we undertake to discuss the measures which Mr. Bagehot proposes to enable the Bank of England to perform its duties as holder of the bank reserve for the entire nation. They are, in brief, that the bank should clearly recognize its position; that its government should be materially changed, by the appointment of a permanent deputy governor; and that the strain on the bank should be lessened as much as possible—though we must remark, in passing, that this latter and very important proposition Mr. Bagehot contents himself with stating.

We may add that Mr. Bagehot's book is, in its essence, an argument for free banking—*i. e.* for a system in which each bank keeps its own reserve, and is accountable to its own customers for the amount and management of it. This Mr. Bagehot very justly calls the natural system. He does not propose it for England because it would be impossible to introduce it, and to propose to introduce it would be the merest folly. But he adduces, directly and indirectly, a powerful array of considerations in favor of the system. His book is, therefore, of immediate interest and value to our own country, and we should be glad to believe that it is likely to be widely read here.

Mr. Bagehot alludes briefly but pointedly to our own banking system:

"It may be suggested that I ought to explain why the American system, or some modification, would not or might not be suitable to us. The American law says that each national bank shall have a fixed proportion of cash to its liabilities (there are two classes of banks and two different proportions, but that is not to the present purpose,) and it ascertains by inspectors, who inspect at their own times, whether the required amount of cash is in the bank or not. It may be asked, could nothing like this be attempted in England? Could not it, or some modification, help us out of our difficulties? As far as the American banking system is one of many reserves, I have said why I think it is of no use considering whether we should adopt it or not. We cannot adopt it if we would. The one-reserve system is fixed upon us. The only practical imitation of the American system would be to enact that the banking department of the Bank of England should always keep a fixed proportion—say one-third—of its liabilities in reserve. But, as we have seen before, a fixed proportion of the liabilities, even when that proportion is voluntarily chosen by the directors and not imposed by law, is not the proper standard for a bank reserve. Liabilities may be imminent or distant, and a fixed rule which imposes the same reserve for both, will sometimes err by excess and sometimes by defect. It will waste profits by over-provision against ordinary danger, and yet it may not always save the bank, for this provision is often likely enough to be insufficient against rare and unusual dangers. But bad as this system is when voluntarily chosen, it becomes far worse when legally and compulsorily imposed. In a sensitive state of the English money market, the near approach to the legal limit of reserve would be a sure incentive to panic; if one-third were fixed by law, the moment the banks were close to one-third alarm would begin, and would run like magic. And the fear would be worse, because it would not be unfounded—at least not wholly. If you say that the bank shall always hold one-third of its liabilities as a reserve, you say, in fact, that this one-third shall be useless, for out of it the bank cannot make advances, cannot give extra help, cannot do what we have seen the holders of the ultimate reserve ought to do and must do. There is no help for us in the American system; its very essence and principle are faulty."

CITY HALL NOTES.

There were very few visitors at the Mayor's office yesterday. Among those who called were Mr. A. R. Wetmore, Gen. Batchelor, and Mr. M. J. Farrell, who was recently appointed counsel to the Department of Buildings by Superintendent Adams. Mr. Gedney, the rival claimant for the office, also called upon the Mayor. It is said that Mr. Farrell has withdrawn from the contest. Late in the afternoon Alderman McCafferty was engaged in reading communications from various tax-payers, who complain that their property has been unjustly assessed, and the communications will be referred to the committed appointed to examine the tax-books of the Twelfth, Nineteenth, and Twenty-first Wards. One communication from a widow lady states that she owns a house and lot in the Nineteenth Ward, for which she has to pay taxes amounting to $188, while the wealthy owner of a house larger than her own is taxed at only $66. The committee will organize next week, with Alderman Koch as chairman. It was said in the City Hall yesterday that if the Board of Aldermen should persist in their refusal to take action on the Mayor's nominations for police justiceships, a mandamus would probably be applied for to compel them to show cause why they declined to take the names from the table. The official who gave the information is in the confidence of the Mayor. He says that if a mandamus should be issued the Aldermen would be compelled to state their reasons and show their hand. Mr. Wilder, the private Secretary of Mayor Havemeyer, is preparing an opinion in relation to the right of the Mayor to appoint four inspectors of weights and measures. Under an act of the Legislature, passed in 1834, provision is made for only two inspectors, but a Municipal ordinance, approved in 1865, authorizes the Mayor to appoint four. Some of the Aldermen are of opinion that the ordinance is illegal, and that the law of 1834 is still operative. In the opinion to be presented to the board, it is claimed that the Mayor has a right to appoint four inspectors.

THE SIDEWALK STANDS.

Yesterday morning the stand-holders on the sidewalk adjoining Washington Market received a notice from Commissioner Van Nort, stating that they must remove their stands from the sidewalk by to-night, or they would be removed on Monday by the Department of Public Works. On receipt of this notice a meeting of the stand-holders was called, and at 11 o'clock about 100 market men assembled at the Market Exchange, No. 100 Vesey-street. Mr. R. G. Cornell was elected chairman. The objects of the meeting were stated, and several speeches were made condemning the action of the Commissioner. Subsequently a committee of the market men waited upon Mr. Van Nort, and asked for a hearing before final action was taken by him. To this Mr. Van Nort consented, and agreed to postpone action in the matter for one week.

ENGLAND'S NAVY.

PAST AND PRESENT FLEET OF THE UNITED KINGDOM.

From the London Times, June 25.

On the occasion of the visit of the Sultan in 1867, we had an opportunity of witnessing the result of our first attempts to construct an armored fleet, and the display to-day will prove that neither in the offensive nor the defensive qualities of our ships have our naval constructors and artillerists been standing still. In first principles, perhaps, the contrast between the iron-clads of 1867 and the old wooden liners and frigates which were anchored opposite to them may have been greater than that which exists between our later and earlier armor-plated ships, but to the eye the difference between the Devastation, the last-completed ship, and the Black Prince, one of the first of the iron-clads, will be more striking. It cannot fail to be remarked to-day that we have altogether discarded æsthetics in favor of utility in the construction of our ships-of-war, and those who in 1867 groaned over the ugliness of such ships as the Minotaur and Royal Sovereign, when ranged side by side with the Galatea and Duke of Wellington, may well despair, unless in the meantime they have grown into utilitarian philosophers, when they gaze on the hideous proportions of the Devastation, and are told that the highest naval authorities have pronounced her to be, with some modifications, which will tend, if possible, to render her still more ungainly, the probable type of "the first-class fighting ship of the immediate future."

The Victory, hallowed by its association with the name of Nelson; the Asia, Sir Edward Codrington's flag-ship at Navarino; and the Duke of Wellington, which bore Sir Charles Napier in the Baltic, have seen their day and done their work; but so cruel has been the advance in the art of war that not one of them, or even all of them together, with their aggregate of more than 300 guns, could in their best days have matched the Devastation single-handed. Long before one of all the 300 guns could have been brought to bear upon the floating fortress, each hull would have been riddled by the shots from her merciless 35-ton guns, and the wooden walls would be pierced through and through between wind and water, while their own balls were glancing off or flying back in splinters from the massive sides of the modern ship, as harmless as hailstones on a pyramid. The steps, or rather strides, which have been taken in the construction of armored ships will be best appreciated by a brief description of the individual ships assembled in the Channel Squadron, as nearly every one marks a different stage of pogress.

The first armor-plated ship which the British Navy possessed was the Warrior, launched in 1860, and this type is represented in the Channel Squadron by the Black Prince, which was launched in the following year. The Black Prince and Warrior, sister ships, carry only a belt of armor amidships, consisting of an outside plating of four and a half inches, iron, backed by eighteen inches of teak, with an inner skin of about one-half inch iron, leaving the bow and stern totally unprotected, and thus exposed to a raking fire. The armament which these vessels were originally intended to carry consisted of thirty-two sixty-eight-pounder guns, but some modifications in the number and calibre of the guns have since been made. With engines of 1,250 nominal horse-power, and indicating an actual pressure equal to 5,772 horse power, the Black Prince is capable of a very high rate of speed. Her weak points are the want of protection fore and aft, especially at the water-line, and the deep draught of water. To remedy in some measure the first of these defects, a modification of this type of ship was constructed, of which the Achilles is the representative in the Spithead Squadron. The armor of the Achilles, instead of being, as in the Black Prince, merely confined to a belt amidships, has been carried fore and aft at the water-line; protection is thus afforded to the rudder-head and screw. This addition to the armor-plating of the Achilles produces a corresponding difference in the tonnage of the ship, the displacement of the Achilles being 9,694 tons, against the 9,137 tons of the Black Prince.

The Hector, which was launched in 1862, represents another and much smaller type of iron-clad. She, like her predecessors, is protected by 4½-inch plating, but her armor is carried fore and aft, the bow and stern plates being tapered to a less thickness than her midship shield. Her length being only 280 ft., and her beam 56 ft., her tonnage is reduced to an actual displacement of 6,713.

We have mentioned that in the Black Prince and the Warrior the draught of water was so great as to prove a serious inconvenience—so great, in fact, as to prevent their being docked anywhere but in our own yards. To remedy this defect, a new class of ships, of which the Agincourt and the Northumberland are types, was designed and launched, the former in 1865, the latter in 1866. By increasing the dimensions of these ships it was found possible not only to reduce their draught, but very considerably to increase their tonnage, and at the same time add to the thickness of their armor plating. Each of these vessels is 400 feet in length, and 59 feet in breadth of beam, having a tonnage according to the old measurement, of 6,621 tons, or an actual displacement of 10,627 tons in the case of the Agincourt, and of 10,584 in the Northumberland. To compensate for this additional weight, the force of the engines was very greatly increased, the Agincourt's and Northumberland's engines indicating a pressure of no less than 6,867 and 6,558 horses' power respectively, against the 5,772 and 5,722 respectively of the Black Prince and Achilles. The difference between the armor of this new class and that of the earliest iron-clads consisted in the increased thickness of the iron-plating to 5½ inch, and the reduction of the teak backing from 18 inch to 9 inch. In a later type of ship, which is unrepresented at Spithead on this occasion—namely, the Lord Clyde class—the sides of the ship were further strengthened by an inner iron skin of 1½ inch in thickness, and in the Bellerophon a still more important improvement was made by the addition of iron girders running longitudinally through the wood backing at intervals of two feet.

We have now arrived at the stage which the construction of armour ships of war had reached at the time of the Naval Review in 1867. There were at that time a few other types of ships, which had been built by way of experiment, such, for example, as those of the Prince Consort class, which were in reality wooden line-of-battle ships converted; the Royal Sovereign, an old vessel, converted into a turret-ship, upon the plan advocated by Capt. Coles, and the Enterprise, the earliest of Mr. Reed's experiments in turret-ship construction; but these classes of ships are only worthy of a mere passing mention, the converted liners having since been admitted to be useful only as a make-shift, and the two turret-ships having been entirely superseded by later and more perfect designs. The Royal Sovereign was so constructed as to present the smallest possible mark to an attacking ship, the bulwarks and ports being made to fall back flush with the sides. She carried her armament in four revolving turrets. About this time the great "battle of the ironclads"—the contest, that is, between the broadside and turret systems—began to rage fiercely, and it has gone on raging with more or less vehemence ever since. Even now the controversy is not at an end, and advocates of each method are not wanting. The result, however, of the controversy was so far advantageous to the interest of the country that each side, in its endeavor to surpass its antagonists, spared no pains or energy to perfect its favorite type. In a very short space of time the Monarch and Captain, on the one hand, and the Hercules, Sultan, and Audacious, on the other, with other similar ships, were produced. In these we notice a very remarkable advance in efficiency as fighting ships in almost every direction. The Monarch, launched in 1869, exemplifies the high freeboard system as applied to turret ships, and was specially intended for sea-going purposes. About the same time, it will be remembered that the unfortunate Captain, an example of a low freeboard ship, was constructed upon the designs and under the immediate supervision of her inventor, Captain Coles. This vessel, however, owing to a combination of causes, was unsuccessful, although her advocates insist that the fearful catastrophe which befell her only found out certain weak points in her which formed no part of the true design, and that the low freeboard system is not in any way discredited by the fate which overtook this one example of it; indeed, they contend that, had not the original design been departed from, she would have proved a better sea-boat than her rival the Monarch, in addition to the many advantages which they allege she possessed as a fighting ship. Be this as it may, the Monarch has been proved to be a success. She carries her armament of four twenty-five-ton muzzle-loading rifled guns in two turrets placed on pivots between her fore and main masts. These turrets are covered with armor plates of eight inches in thickness, excepting in the immediate vicinity of the ports, where they are increased to a thickness of ten inches. The guns are so mounted that they may, by hydraulic power, be raised or lowered so as to vary the extreme angles of elevation and depression from 16° of elevation to 7° of depression.

The Hercules and Sultan, though differing in some particulars, may be classed together, their chief characteristic being the powerful central battery which they carry. Their principal advantages are the extreme steadiness of gun platform, and, owing to the ports being deeply embrasured, the very wide range of their fire as compared with ordinary broadside ships. Besides the central battery, which is shut off from the rest of the ship, fore and aft, by thickly-armored bulkheads, they have armor-protected bow and stern batteries. The length of these ships is 325 feet, their breadth of beam 59 feet, and their draught from 23 feet to 27 feet. The estimated displacement of the Sultan is 9,285 tons, and that of the Hercules 8,677. Their engines are 1,200 nominal horses' power, working up to more than seven times that pressure.

The Audacious, the last of the broadside ships forming part of the Channel squadron, is of a type known as the improved Defence. The Defence and her sister ship the Resistance were built in 1861; the Audacious was launched in 1870. These two classes of ships being of precisely the same dimensions—viz., 280 feet in length and 54 in breadth—afford a fair standard of comparison by which to estimate the progress which had been achieved in the interval of nine years. The Defence has 4½-inch armor, the Audacious 6-inch. The Defence has one-fourth of her length at the bow and another fourth at her stern left wholly without armor, her steering apparatus being entirely unprotected; the Audacious has armor throughout, 9 feet wide at the water-line, rising to about 4 feet above the water, and thoroughly protecting her steering gear. The Defence's ports are 7½ feet above the water; in the Audacious they are 8 feet, and some 16½ feet. The Defence's guns train through 60 degrees on the broadside; the guns of the Audacious train all round. The Defence has a single bottom, the Audacious a double bottom throughout. The Defence draws 25½ feet of water, the Audacious about 3 feet less. The Defence carries 607 tons of 4½ inch armor on 18 inches of wood backing, and a ⅜ inch iron skin, the Audacious has 924 tons of 8 inch and 6 inch armor on 10 inches of wood, and a 1¼ inch iron skin; the weight of the Defence's broadside thrown from protected guns is 640 pounds, that of the Audacious 1,250 pounds. The Defence under steam makes 11¾ knots, the Audacious 13½. The area of plain sail in the Defence is 22,400 square feet, that of the Audacious 25,000 square feet.

There now remain only two of the armored vessels of the Channel Squadron for us to consider, but these, or, at any rate, one of them is, the most powerful of the whole force. The Glatton, launched in 1871, being designed chiefly for action against first-class ports and fortresses, was built of enormous strength and of the lowest freeboard compatible with stability. Her armament, consisting of two twenty-five ton guns, is carried in a single turret, and she is completely protected by armor, varying in thickness from 10 and 12 inches on the sides and the breastwork which defends the base of the turret, the funnel, the hatchways, &c., to 12 inches and 14 inches, the thickness of the armor upon the turrets. The Glatton is the smallest ship of the squadron which is to be inspected on Monday, being only 245 feet in length and 54 feet in beam, measuring with all her weights on board only 2,709 tons, and giving a displacement amounting to 4,840 tons. Her draught of water is 19 feet, giving a freeboard of 3 feet, but an arrangement is made for sinking her another foot in the water in time of action by letting water ballast into her. The Glatton alone, of all the ships in the squadron, possesses the merit of having been actually tested as to her resisting power, having been subjected to the experiment of being fired at. The result of this trial, it will be remembered, was satisfactory, the ordeal being severe, and the damage done to her turrets comparatively insignificant. The last of the iron-clads launched from any of our naval yards is the Devastation. This monster carries four 35-ton guns, disposed in two revolving turrets, shielded by 14-inch armor plates. Her dimensions differ very little from those of the Glatton, but her tonnage amounts to nearly double as much. Her draught of water is about 26 feet. The object carried out in the design of the Devastation was "to produce a ship combining power of offense and defense greater than those possessed by other ships she was likely to meet." As regards defensive power, it was held to be necessary to provide a target of sufficient resisting power to stand fire from any French guns. This might be accomplished by a 10-inch plating of armour, but in order to guard against being overtaken by rapid improvements in the French guns, it was thought desirable to cover all the vital parts of the ship with 12-inch armor. The turret-system presented itself naturally as the means of mounting and working her armament, designed as it was to consist of the heaviest known artillery. To secure a perfectly all-round fire, everything in the shape of masts, yards, and rigging was dispensed with, and the new monitor was to rely entirely upon her engines. Provision, therefore, must be made for an ample storage of coal. Accordingly, room was made for 1,700 tons, or about eighteen days' supply when steaming at ten knots. The freeboard of the Devastation is 4 feet 6 inches, but is carried to a height of 11 feet 6 inches amidships by an armor-plated breastwork, designed for the protection of the base of the turrets, the funnel, air-shafts, &c. This breastwork adds considerably to the buoyancy and stability of the ship. Above the turrets, both in the Glatton and Devastation, there is a flying or hurricane deck for the stowage of boats for conning, and for working the ship. The only fault which has been found with this last design is that her bows are too low in the water, and that she incurs a serious risk of being smothered by the waves when being driven at speed through head seas. Ever since her completion she has been taking short trips in the hope of meeting with such weather as might afford her an opportunity of practically ascertaining whether this defect really exists or not, and although she has not been favored with bad weather, her behavior in such seas as she could experiment upon has been so good as to give every hope that she may prove a safe and seaworthy boat.

Besides the ships of the Channel Squadron which we have enumerated, there are a few, not in commission, anchored at Spithead, representing various types of iron-clad vessels. Among these we may mention the Caledonia, one of the same class as the Prince Consort, to which we referred above; the Hotspur, a vessel built expressly for ramming purposes; the Gorgon, the Cyclops, and Hecate, heavily-armed and armored low freeboard turret-ships; and the Waterwitch, armor-plated hydraulic gun-boat. The absence of one vessel of a distinctive character is a source of regret—namely, the Inconstant, not only on account of the peculiarities of her construction, but because her enormous speed and the extreme beauty of her lines fairly entitle her to be represented in a squadron, which is intended to comprise samples of almost every type of ship in the navy.

Whatever may be the effect of the naval demonstration upon our guests, one advantage must at any rate accrue from it to ourselves; it will, or ought, if anything can, to silence the grumblers or alarmists who refuse to believe in the existence of a British navy, and provides the best possible illustration of the history of naval construction during the last few years.

THE TIGRESS.

PREPARATIONS FOR HER DEPARTURE—THE STORES ON BOARD.

The storage of the singularly assorted cargo of the steamer Tigress is nearly complete, and the vessel will probably leave the Navy-yard on the morning of the 15th inst. The officers and crew of the expedition have been ready for duty for several days, and yesterday morning the Tallapoosa arrived at the Navy-yard from Portsmouth, N. H., with the last installment of the expeditionary party—the Esquimaux Hans Christian, Joe, Hannah, and two children of the latter. It is improbable that Hannah and the children will be taken on the expedition, as the little steamer affords but scant accommodation to the officers, crew, and guides. The stores which are being put on board are of the description usually carried for arctic use, consisting chiefly of salted codfish and mackerel, beef, pork, compressed vegetables, and other articles, with a miscellaneous assortment of luxuries. Yesterday the four whale-boats built at New-London especially for the use of the expedition, were sent on board. Two of them are flat-bottomed, and can be sailed over the ice by means of canvas square sails. The deck-cabins were completed yesterday and will receive their furniture to-day. Ice-saws, a rubber raft, already described; a spare rudder and an extra propeller and other spare articles, as precautions against accident in the ice, are on board, and judging from the catalogue of cargo it would appear that nothing which experience or ingenuity could suggest has been omitted in preparing the Tigress for her perilous cruise. Yesterday the painters were at work on the upper lines of the hull, giving to the vessel an appearance of newness, and partly obliterating the numerous tigers and tigers' heads which the brushes of former painters had clustered about her bows. Secretary Robeson and Admiral Rowan inspected the vessel, and expressed anxiety to get her off as quickly as possible. With all the efforts of the department, however, the vessel will probably not be ready for sea and ice until the morning of Tuesday next, unless the work of preparation is continued throughout to-morrow.

THE ONE HUNDRED AND TENTH-STREET WIDENING.

Pursuant to previous adjournment, the matter of the confirmation of the report of the assessments and awards for the widening of One Hundred and Tenth-street came up before Judge Daniels, in Supreme Court, Chambers, yesterday. Several of the property-owners were represented by counsel, in opposition to the confirmation of the report, who interposed objections to the equity of the awards to some of their clients, and that the area of assessment was too wide, extending from One Hundredth-street to One Hundred and Thirtieth-street. The chief objection urged, however, was that but a nominal allowance was made to parties claiming title to a portion of the old Bloomingdale road. Under an act passed in 1867 it appeared that all of the old Bloomingdale road not embraced in streets then laid out under the act, was declared closed to public use. For the present widening a portion of the road so declared closed was used, and it is claimed that, under the act of 1867, such portion reverted to the owners of the adjoining property, and became theirs as absolutely as if they had taken actual possession of it and fenced it in; that being their property, the commissioners should have awarded them full value, and not a mere nominal sum as had been done.

Judge Monell took the papers and reserved his decision.

THE BOARD OF HEALTH.

THE NEW-YORK RENDERING COMPANY—REPORTS AND COMMUNICATIONS.

The Board of Health met yesterday afternoon. Col. William P. Prentiss, the Attorney of the board, to whom was referred the question as to whether the contract of the City with the New-York Rendering Company was not annulled by their neglect to remove daily all offal and dead animals from the City, reported as follows:

Pursuant to the instructions of the Board of Health, I have the honor to report upon the papers submitted my opinion: That the existing contract with the New-York Rendering Company can be legally terminated in the event of the failure of the said company to remove on and after July 10, 1873, offal and dead animals, as provided in such contract. I assume that the contract referred to is that printed in the pamphlet herewith returned, at page 11, purporting to be articles of agreement, dated April 8, 1865, executed by F. I. A. Boole, City Inspector, on the one part, and the Long Island Bone Laboratory, by G. A. Goedecker, President, on the other part, for the collection and removal of offal, dead horses, &c., to and from the City of New-York.

The communication of the said company to the Health Board, dated July 1, 1873, in reference thereto, is to be construed as an excuse merely, the validity of which the Board of Health, upon the facts before it, will judge. No action on the part of the board is necessitated thereby.

The privilege reserved to the party of the first part of the fifth paragraph of the said agreement is not obligatory upon the City or the Board of Health. I am of opinion that the office and duty of providing for the removal of offal, dead animals, &c., have devolved upon the Board of Health by the terms of the "Act to reorganize the local government of the City of New-York," passed April 30, 1873, and the acts amendatory thereof. The duty of the Inspector of Street Cleaning is clearly defined in this regard in section 67 of the said act to be "under any contract now existing or hereafter made by the Board of Health."

In assuming its office in providing for this service the Board of Health may exercise its general powers under the acts by which its authority has been established and maintained. I have also to report my opinion upon the steps to be taken to terminate the aforesaid contract and hereby recommend: First—That upon proper proof of the non-compliance of the New-York Rendering Company with the terms of the said contract and the order of the board, notice be given to the said company that the contract is terminated, and that all power and authority thereby conferred has ceased. Second—That notice be also given to the proper departments of the City Government of this action. Third—And that the use of the dock at the foot of Thirty-eighth-street, North River, be obtained for the agents of the Board of Health, or the person it shall designate.

The report was placed on file.

Dr. E. H. Janes, Assistant Sanitary Superintendent, reported that he had visited the premises of the New-York Rendering Company, at the foot of West Thirty-eighth-street, and found the process of rendering dead animals and offal in full operation in violation of the order of the board. Upon inquiry he was informed that orders had been given to receive the offal and dead animals on board the rendering-boat, to be removed immediately. Accordingly, no fire was started until after the boat was loaded, when it was found impossible to remove her, and orders were then given to start the fires and resume the work of rendering. This report was referred back to the Sanitary Superintendent to ascertain the depth of water at the wharf at high tide, and what depth of water the steamboat used by the company draws. Commissioner Vanderpoel stated that he had no doubt that the pretended inability to move the boat was merely a subterfuge to prevent the annulment of the contract, as the tide rises five feet at the point indicated.

Col. Hastings reported to the board that, acting at the special request of the Board of Health, Capt. McElwain, of the Twentieth Precinct, with a force of his command, made a descent on the steamer Algonquin, lying at the foot of West Fortieth-street, and owned by the Hagel Fertilizer Company, on which the process of manufacturing a fertilizer from the blood of animals, scrap, &c., has been carried on in direct violation of the Sanitary Code and the orders of the Board of Health. Chas. H. Tuthill, the Superintendent of the works, the foreman, engineer, and seven other employes were arrested. They were arraigned before Justice Ledwith, at the Jefferson Market Police Court, and, waiving examination, gave bail for trial at the General Sessions. The action of Capt. McElwain was approved by the board, and he was directed to arrest the parties again and again, if they should still persist in carrying on this offensive business.

The Finance Committee was authorized to have 5,000 of the "cholera" circular printed in German for general distribution.

Special Inspectors Bullock and Patten, detailed at the manure dumps at the foot of East Forty-fifth, Forty-sixth, and Forty-seventh streets, reported that no dumping on the grounds has taken place since the last report, and they had daily disinfected the piles of manure lying there.

A number of applications to melt fat and lard in various parts of the City were denied by the board.

A communication was received from the Department of Docks informing the board that they had ordered the slip at the foot of West Thirty-eighth-street to be dredged forthwith.

Several complaints in relation to bad pavements at certain localities of the City were received from the Sanitary Inspectors, and referred to the Department of Public Works.

Sanitary Inspector Dr. Post reported that the building at the south-east corner of Madison-avenue and Fifty-third-street was in a condition dangerous to life and detrimental to health, owing to want of repair, and the board ordered the house to be vacated forthwith.

THE ORANGE PARADE.

THE POLICE PREPARATIONS COMPLETED—PROGRAMME FOR TO-DAY.

The police preparations for the escort and protection of the Orangemen's parade to-day have been completed, and it is believed are ample to achieve the objects in view. The entire force will be ordered on duty at 6 o'clock this morning, and no leaves of absence will be granted except for sickness. One half the force, consisting of the off platoons, and comprising about 1,000 men and officers, have been ordered to report at the Central Department, in Mulberry-street, at 9 A. M. From these a body of 500 men will be selected for the escort to the procession, and will be placed in command of Inspectors Walling and McDermott. They will be marched to Lafayette-place and will be detailed to protect the processionists while forming and during the march. Superintendent Matsell and Gen. Duryee will ride in an open barouche at the head of the police column, and will be escorted by a troop of mounted police. In the rear of the mounted policemen will follow those on foot, forming a hollow square inclosing the Orangemen. Inspector Walling will command the head of the column, while the rear will be brought up by Inspector McDermott, who will have charge of the rear guard. Capt. Irving, with the force of Central Office detectives, augmented by the precinct detectives, and numbering about sixty men, divided into two squads, will mix with the crowd during the formation of the procession and along the line of march, one squad on each sidewalk. The squads will be in charge of Capt. Irving and Detective Bennett.

Five hundred patrolmen will remain as a reserve at Police Headquarters, under command of Inspector Dilks and Capt. Copeland, ready for any emergency. Several stages will be provided at headquarters for the purpose of conveying detachments of the reserve force to any portion of the route where their services might be needed. Besides the reserve force at the Central Office, large bodies of policemen will be held in reserve at the station-houses in East Twenty-second-street, East Twenty-ninth-street, East Thirty-fifth-street, in West Thirtieth-street, and West Twentieth-street, ready to be called into service at a moment's notice.

Wm. McGee, the Grand Marshal of the Orange societies, was in consultation with Superintendent Matsell, yesterday, and all the details of the parade were finally settled. McGee stated to the Superintendent that there will be 1,000 Orangemen in the procession, but it is not believed that there will be over 200. Superintendent Matsell assured a TIMES reporter, yesterday afternoon, that, so far as he had been able to judge, he did not expect any trouble to-day, although he was prepared for any emergency that may arise.

A CONFLICT OF AUTHORITY.

THE DEPARTMENT OF DOCKS AND THE CAPTAIN OF THE PORT.

In Superior Court, Chambers, yesterday, before Judge Monell, an interesting question was discussed as to the relative authority of the Dock Commissioners and the Captain of the Port and his subordinates, the Harbor Masters, over the docks and slips of the City. The Dock Commissioners, it appeared by the papers, gave to one Frederick Hoeft a permit to use the slip at the foot of Grand-street for the purposes of a floating bath. The Captain of the Port (Seaman) and one of his Harbor Masters (Thompson) assumed the right to cause the removal of the bath, and so notified the owner. The owner of the bath then obtained from the court a temporary injunction restraining Capt. Seaman and Harbor-Master Thompson from enforcing their order, and directing them to show cause why such injunction should not be made permanent. The case came before the court yesterday, in pursuance of this last order, when it was claimed, on behalf of the Captain of the Port, by Mr. H. M. Hastings and ex-Judge Beebe, his counsel, that it was within his authority, as conferred by law, to cause the removal of the bath, the space occupied by it being necessary for the use of vessels engaged in commerce, with the duty of procuring dock accommodations, for which he was specially charged; that the powers of the Dock Commissioners were limited to the construction and repair of docks, and under all other circumstances the Captain of the Port had absolute control. On behalf of the Commissioners and owners of the bath it was claimed by their counsel, Messrs. D. J. Dean, Roscoe D. Channing, and Mr. Matthews, that the authority of the Captain of the Port and Harbor Masters was limited to assigning accommodations in slips to vessels used for purposes of commerce; that the bath was not such vessel; that they could neither make nor abolish a slip, nor cause the removal of an obstruction therefrom; that the bath being used for sanitary purposes, it was appropriately within the sphere of a city department, such as that of the Commissioners, and was not within the control of officers whose duties related exclusively to commerce. Judge Monell took the papers, reserving his decision.

THANKING THE CONTROLLER.

A DEPUTATION PRESENTS COMPLIMENTARY RESOLUTIONS TO MR. GREEN.

A committee, consisting of Ferdinand Traud, Esq., Commissioner of Education, and Mr. A. L. Waehner, waited upon Controller Green, at his office, yesterday, to present to him resolutions adopted the evening before by the Tax-payers' Association of the Tenth, Eleventh, and Seventeenth Wards, and tender the sympathy of their associates with his efforts to stem the tide of Municipal corruption and extravagance. Mr. Waehner said that their organization had noted the attempts to cast discredit upon the Controller, and misrepresent him and the work he was performing in the public interest, and thought an expression of their views at this time appropriate and necessary. They had read with interest, as tax-payers, his late communication to the Mayor on the subject of the taxation for 1873, and applauded the wise and prudent action taken to secure economy and system in the administration of the several departments. The efforts to place taxation at the lowest rate consistent with a vigorous conduct of public affairs had the approval not only of their society, but of the whole community; and attempts, no matter how clamorously made, to deceive the people as to the policy and acts of the present financial officer of their city would fail and meet with merited rebuke.

Controller Green thanked the gentlemen for their expression of sympathy with the arduous work in which he was engaged. The task of examining claims of arrearages to the extent of thirty or forty millions of dollars, had been, they might readily judge, by no means agreeable, and it was no wonder that the endeavor to root out sinecurists and mere placemen, crowding in every public office, who were without capacity or integrity, and serviceable only to corrupt and designing men, and to reform abuses in every branch of the Municipal Government, had met with a storm of opposition which had not yet ceased. The litigation consequent upon a corrupt era had not yet disappeared from the courts. He had believed it to be his duty, in the discharge of his high trust, to oppose claims which were either corrupt in their execution, extravagant in amount, or of doubtful legality, and to remit the persons interested to the courts for settlement. The courts stood open to pass upon such questions and to render justice to claimants; and they were the proper tribunals to adjudicate and adjust all claims thought to be illegal and unjust. If he did otherwise than refuse to pay such claims, and enable the highest authority to pass upon them immediately, he would consider he acted in violation of his plain duty. The work of restoring good government to our Metropolis was necessarily one requiring patience and earnestness, and sufficient time had not yet been had to show proper results. They were now entering upon an era which, with the co-operation of good citizens, would be marked by economical and prudent administration of Municipal affairs. The gentlemen then withdrew, thanking the Controller for his attention and courtesy.

The following are the resolutions presented:

Resolved, That this organization views with great approbation the practical application of true reform principles in the retrenchment of expenditures, and the introduction of a saving and economical spirit in the different City departments.

Resolved, That the thanks of the community are largely due to the head of the Finance Department, Andrew H. Green, for the wisdom, prudence, and steadfast purpose exercised and pursued by him during the great crisis in the financial affairs of the City, through which we have just passed.

Resolved, That these resolutions be transmitted to Hon. Andrew H. Green by a committee of three.

THE PARK COMMISSIONERS.

The Park Commissioners met yesterday at their offices, corner of Fourth-avenue and Sixteenth-street, President Stebbins in the chair. Commissioners Hall and Bessunger were appointed a committee to reorganize the Police Department of the Central Park. It is the intention of the Commissioners to adopt the same plan as pursued in former years by Controller Green, when he was on the Board of the Central Park Commissioners. The plan worked well until Sweeny took charge of the department, and then the police were used as a political machine. When the late board assumed charge they placed the police matters in the hands of the landscape architect, and that plan has failed. By returning to the old system all the present evils will be overcome.

Commissioner Hall moved to light Central Bridge (McComb's Dam) with gas. Referred to Superintendent Ryan.

The town of Yonkers, by an act of the last Legislature, was divided. One part is called the City of Yonkers and the other the town of King's Bridge. A subsequent act of the Legislature authorized the Park Commissioners to make a requisition on the Mayor of the City of Yonkers and the Supervisor of the town of King's Bridge for certificates of indebtedness for the expenses of the Commissioners, incurred in the City of Yonkers by surveys, &c. The requisition was made at the meeting yesterday, and the President authorized to sell the bonds of the town of King's Bridge and the City of Yonkers to the amount of $10,000, to cover the expense of surveys. He was also authorized to advertise for proposals for the bonds, Controller Green having advised the board that the charter did not require that the money should be deposited with him. A petition was received from the property-owners in the town of King's Bridge, asking that Tibbett's Brook be widened from Spuyten Duyvil Creek to Van Cortland Lake. The object of the petitioners is to have wharves and piers erected at intervals, and thus enhance the value of property in that neighborhood. Controller Green, in his last report to the Board of Central Park Commissioners, referred to such an improvement, and stated that it would be necessary at some future time. There was no action taken on the petition. The board then adjourned.

THE LINCOLN STATUE.

During the time that Peter B. Sweeny controlled the Park Commissioners, a contract was made to supply a granite floor and border to be placed around the Lincoln statue in Union-square. The plans submitted to Sweeny were as follows: The base to be square, with four semicircular abutments. The best granite stone to be used, and the front side to be polished. Around the outside the following words: "With charity for all, malice toward none." Then there was to be a bronze railing on the stone, and at each corner a handsome gasalier made in a peculiar way in order to throw the light on the statue by night. The flooring inside the railing was to be of different colored granite, and the following words at each corner: "Veritas," "Fidelas," "Potestas," "Integritas." When the late board took possession they wished to change the plans and erect a more suitable railing, &c. But the contract for the stone was signed and the contractor would not give it up. Last week the stone was completed and it is now deposited near the statue in Union-square. It consists of ninety-six different pieces. The Commissioners have not yet decided when to commence to build the base, and it is doubtful if the elaborate railings and gasaliers will ever be erected.

POLICE MATTERS.

The Board of Police met yesterday afternoon, and divided the City into four districts for street-cleaning purposes, as follows:

First District—First, Second, Third, Fourth, Fifth, Sixth, Eighth, and Fifteenth Wards.

Second District—Seventh, Tenth, Eleventh, Thirteenth, Fourteenth, and Seventeenth Wards.

Third District—Ninth, Sixteenth, Eighteenth, Twentieth, and Twenty-first Wards.

Fourth District—Nineteenth, Twenty-second, and Twelfth Wards.

Inspector James Lee was assigned to the First District, and John Dugan was appointed inspector and assigned to the Third District. The Second and Fourth Districts will remain temporarily in charge of Inspector Thomas Mulligan. The salaries of the inspectors and the Superintendent of Boats, which were on Thursday reduced from $3,000 to $2,500, were still further reduced to $2,000 each. The following transfers were made: Sergt. George M. Davidson, from the Eighth to Twenty-ninth Precinct; Sergt. Christopher Boehme, from Eighth to Twenty-ninth Precinct; Sergt. Stephen Keating, from Twenty-ninth to Twenty-first Precinct; Sergt. Michael Fanning, from Twenty-ninth to Eighth Precinct; Sergt. Charles W. Woodward, from Twenty-first to Eighth Precinct; Patrolmen Z. H. Mullen, from Eighth to Twenty-ninth Precinct, and Josiah Terwilliger, from Twenty-first to Eighth Precinct.

THE JUDGMENT AGAINST T. C. FIELDS.

An appeal has been taken by Messrs. Beach and Brown, of this City, to the General Term of the Supreme Court, from the judgment entered against Thomas C. Fields, on July 1, in favor of The People, &c., for the sum of $563,651 80, damages and costs. The appeal will be argued at the September term; but as no bonds have been entered into—sureties being required to the amount of over $1,000,000—there will be no stay of proceedings against any order for execution against the property. Should the judgment be reversed after the property of the defendant has been sold, the State will be answerable for the actual value of the property so disposed of.

THE NEW OBSCENE LITERATURE LAW.

The indictments against Thomas Holman, Jos. Darrow and Charles Darrow, indicted under the old law for the suppression of obscene literature, were quashed in the Court of General Sessions, yesterday, on motion of Mr. Spencer, who contended that the old law had been repealed by Mr. Comstock's new law on the subject, which contained no saving clause providing for the trial of offenders indicted previous to the passage of the present law. Judge Sutherland decided with the motion of counsel, and the prisoners were discharged from their recognizances.

COURT OF GENERAL SESSIONS.

NOTORIOUS HIGHWAY ROBBERS SENT TO STATE PRISON.

In the Court of General Sessions, yesterday, before Judge Sutherland, James Cummings, indicted for stealing fourteen pairs of pantaloons, valued at $50, the property of Amelia White, No. 354 First-avenue, pleaded guilty to petit larceny, and was sent to the Penitentiary for three months. Martin May, alias John Kuhn, charged with stealing a cow and two heifers, valued at $75, the property of Ann Shannon, Seventh-avenue and Fifty-fifth-street, on the 5th of July, pleaded guilty to an attempt, and was sent to State Prison for two years and six months. John Russell, the notorious railroad thief, who escaped from the Tombs on the pass of a female visitor, some months since, and was subsequently arrested, was brought to the bar to answer two charges of grand larceny. In one of the indictments Russell was jointly charged with John Haines—already tried and convicted—with stealing a valuable gold watch from Gustavus Levy, of Morrisania, on a Fourth-avenue car, on the 23d of January. The other indictment charged the prisoner and a man named Walsh, who was convicted of the charge, with stealing a watch from Doctor McDonald, of Ward's Island, on a Third-avenue car. Russell pleaded guilty to an attempt at grand larceny, and was sent to State Prison for two years and six months. Thomas Pender, one of a gang of notorious desperadoes who infest the neighborhood of the Battery, was placed on trial, charged with robbery in the first degree. The complainant, Robert Corrigan, a workman on board the steam-ship Algeria, testified that on the night of July 4 he was going from the Battery to Pier No. 20, North River, and not knowing his way inquired of the prisoner and three others who were standing on West-street where the pier was. Instead of giving the desired information, the gang attacked Corrigan, threw him down, beat and stabbed him, and robbed him of $18. The prisoner was subsequently arrested and identified by the complainant as the one who stabbed him in the face and head. Pender was found guilty and sent to the State prison for ten years. Henry Limerick, charged with stealing a quantity of fancy goods and ribbons valued at $142, the property of Edward Freel, No. 14 Lispenard-street, on the 27th of June, pleaded guilty to an attempt and was sent to the Penitentiary for six months. George Lockwood, alias Thos. Johnson, tried last week for the robbery of $40 from Lawrence A. Hallenbeck, in a Bleecker-street saloon, but in whose case the jury could not agree to a verdict, was discharged on his own recognizance, Assistant District Attorney Rollins stating that he did not believe a jury could be got to agree to a verdict in the case. John Sharkey, the idiotic boy charged with feloniously assaulting his brother-in-law with an ax, was attacked with a terrible fit of epilepsy while in the prisoner's box awaiting arraignment. On being brought to the bar he was remanded to the Tombs for medical examination, by order of Judge Sutherland. John Stevenson, charged with an attempted burglary on the premises of Zadoc Strauss, No. 54 West Twenty-seventh-street, on the 6th July, pleaded guilty, and was sent to the Penitentiary for one year. Anna Sinclair, charged with the larceny of clothing valued at $40, the property of Wm. Lawson, No. 374 Hudson-street, on the 25th June, pleaded guilty to petit larceny, and was sent to the Penitentiary for six months. John J. McNevin, charged with stealing a watch from the person of Theodore Kern, No. 149 East Broadway, on the 4th July, and John Connors, charged with stealing $1 from the person of Michael Cawley, conductor on the Second-avenue Railroad, pleaded guilty to an attempt, and were both sent to State Prison for two years and six months. Edward Fairbrother, a stranger in the country, charged with larceny of clothing valued at $79, pleaded guilty to an attempt, and was remanded. Thomas Bernard, a one-armed member of the notorious Water-street gang, was placed on trial, charged with robbery in the first degree. The complainant, Timothy Manning, of Hebron, Mass., testified that on the night of the 23d June he met the prisoner and three others, who assaulted him, near Water and Rutger streets, and while one covered his eyes and another his mouth, the remaining members of the gang robbed him of his watch. The prisoner was promptly found guilty, and sent to State Prison for twelve years.

A DANGEROUS ROAD.

To the Editor of the New-York Times:

Will you please call attention to the fact that the tracks of the Hudson River Railroad at Peekskill are dangerously near each other. On the afternoon of the 3d inst. I was a passenger by the 4 P. M. train going north. While we were stopping at Peekskill another express-train, bound south, passed us at full speed, and each car as it rushed by struck the car in which I sat, causing us to lurch violently from side to side, so that each blow was heavier than the preceding one. Had the morning train been much longer the consequences might have been serious. As it was, the cornice of the car was ripped and ground off, and the tin rolled up. The road curves sharply at this point, and now that many trains pass Peekskill without stopping, a wider space is necessary than formerly, particularly as the drawing-room cars are so large and heavy.

We can put up with a little incivility now and then at the Grand Central Depot, but we really ought not to be subjected to the risk of accidents that can be so easily avoided. The tracks at Peekskill should be at once separated to a safe distance.

C.

GAS CONSUMERS.

To the Editor of the New-York Times:

I am informed that Gov. Dix has declined to sign the bill which provided that no gas company should charge one consumer more per thousand feet than another. Can you tell me if this is true? and, if so, what the reason is? The bill was intended to prevent the outrage by which the Metropolitan Gas Company charges a consumer on a street where the pipes of the Mutual Gas Company are laid twenty-two cents per thousand, while on other streets it charges for the same gas twenty-seven cents per thousand. Yours,

CONSUMER.

THE STEAMER ALABAMA.

The new steam-ship Alabama, of the State line, arrived at this port on Thursday morning, having left Glasgow on June 24, and Larne on the 25th. She is built especially for the Southern trade, and made her first voyage to New-Orleans. Her dimensions are as follows: Length, 320 feet; breadth, 37 feet; depth, 34 feet; gross tonnage, 2,400; net, 1,500. She has two cylinders 45 and 70 inches in diameter. Her horse-power is 250, capable of working up to 700. The steam pressure is 70 pounds to the square inch. Stroke, 39 inches. The steam is supplied by four boilers, heated by twelve furnaces. The screw is 16 feet in diameter, with a pitch of 24 feet. The average consumption of coal per day is twenty-two tons. She is a three-masted brigantine, with three decks, and aft is a promenade deck, which extends about one-half the length of the vessel. She is built in four water-tight compartments, has six boats, three wenches, and a liberal supply of apparatus to be used in case of fire or any other emergency. The wheel-house is aft of the cabin, and is signalled from the bridge. The saloon is on the main deck. It is small, but very neat in appearance, and contains a handsome piano, library, &c. The state-rooms are very large, airy, and comfortable. The ladies' saloon and sitting-room adjoin the cabin, and are neatly fitted up. The officers of the Alabama are as follows: Captain, S. E. Flint; first officer, Wallis; second officer, Hutchings; third officer, Crowther; fourth officer, Miller; purser, Callendar; steward, McFarland; physician, Dr. Buchanan; chief engineer, McClelland; second engineer, McGregor; third engineer, Brinney; fourth engineer, Miles. She will sail on her return voyage on Wednesday next.

REDDY THE BLACKSMITH AGAIN.

When the train was starting from Long Branch on Thursday evening, two rowdies jumped on a car which was crowded with ladies and gentlemen returning from the races, and soon after the train was set in motion became most offensive and disgusting in their manner and conversation. It soon became known that the ruffians who had been the cause of such annoyance, were "Reddy the Blacksmith" and a man named Roden. The utmost alarm spread among the passengers when the name of the notorious Reddy transpired, and several ladies left the car. When the train stopped at the Seabright, Wright, the conductor and one of the stokers, at the request of a gentleman, entered the car, and before the ruffians could well comprehend the object of their visit the stoker ejected both from the train. When Reddy recovered himself he attempted to get on the platform, but was prevented by one of the passengers, who thrust him back in front of a passing wagon. Roden managed to get on the cars, and humbly apologized for the part he had taken. Reddy also succeeded in forcing his way on the platform of the rear car, and during the remainder of the journey to New-York did not give any annoyance. During the encounter of the stoker with Reddy the utmost consternation prevailed among the passengers, fearing that Reddy would draw a revolver and fire into the cars.

THE NEW SHIPPING ACT.

At a meeting of the Association of Sailors' Boarding-house Keepers, held on Thursday evening at the Botanic Hall, a resolution was passed to the effect that the members of this association would offer no further resistance to the shipping law, but would hereafter work in accord with the Shipping Commission. Yesterday a large delegation of the association called upon the commission, and after mutual explanations a good understanding was arrived at.

FINANCIAL AFFAIRS.

SALES AT THE STOCK EXCHANGE—JULY 11.

SALES BEFORE THE CALL—10 A. M.

10000 U. P. L'd Grts.. 70⅝	400 Han. & St. Jo...... 41½
300 Western Union... 85½	200 do......b3. 41½
100 do......b3. 85½	500 Union Pacific.b3. 27½
700 do........ 85⅝	600 do........ 27½
200 do........ 85¾	100 do.......c. 27⅜
100 N. Y. C. & Hud... 103⅜	100 do........ 27⅞
500 Pacific Mail..... 37	200 do.......c. 28⅛
300 do........ 36⅞	400 do........ 28⅛
300 do........ 36⅞	200 do........ 28
100 do......b3. 36⅞	300 North-Western... 68⅝
700 do........ 37	200 do........ 68⅝
100 do........ 37⅛	300 do........ 68½
1200 Rock Island...... 110⅞	200 do........ 68½
100 Erie Railway.....c. 61	600 do......b3. 68⅝
300 do........ 61	2000 do........ 68⅜
300 do........ 60⅞	100 do........ 68⅜
700 do........ 60¾	500 do........ 68⅜
200 do........ 60⅞	1500 do........ 68⅜
100 do........ 61	30 Ren. & Sfga R...... 103
100 do........ 60⅞	200 Tol. & Wab..... 69¾
100 do........ 60⅞	300 Ohio & Miss...... 39¼
200 do........ 60⅞	100 do........ 39⅜
300 Lake Shore...... 91⅞	100 do.......c. 39⅜
20 do........ 92⅛	100 do........ 39½
200 Atl. & Pac. Pf... 20⅞	

GOVERNMENT STOCKS—10:15 A. M.

$1,2000 U. S. 5-20 C., '65......c.119	5,000 U. S. 5-20 C., '68......c.118¼
1,000 U.S.5-20 C.,'67.118⅞	3,000 U. S. 5s, 10-40 reg...b. c. s.115
1,000 U. S. 5-20 C., '67......c.118¾	

FIRST BOARD—10:30 A. M.

$10,000 Va. 6s, Con.. 53	13 Cen. Nat. Bank.. 89½
2,000 N. C. 6s, S. P... 14	100 U. S. Express.... 70⅝
3,000 Mo. 6s.......... 93⅛	300 Erie R...bet. call. 60⅝
20,000 N.Y.S.7s, B.R. 105¼	1600 do........ 60⅞
1,000 N.Y.S.B.L., C.105½	500 do......s60. 59⅝
1,000 B'rn 6s, W.L. 93½	200 do......b3. 60⅞
1,000 N.Y.C.6s, '87. 91¾	700 do........ 60⅞
7,000 C. Pac. G. bds. 100½	200 Harlem R........ 127
3,000 Un. Pac 1st... 82⅞	100 do........ 126¾
1,000 U. P. 7s, L. G. 79⅞	500 do.bet. call. 126
2,000 do........ 71	200 do........ 127
2,000 A.& T.H.2d Pf. 90¾	200 L. S. & M.So...b. c. 92
4,000 T. & W. 1st, St. L. Div.... 92	200 do......b3. 92
	200 do........ 92⅛
5,000 do........ 92¼	300 do........ 92
8,000 M. & St. P. 1st, La C. Div.... 91½	300 do......b3. 92
	300 do........ 92
5,000 C.,R.I. & P. 7s.102¾	300 C. & N. W....b. c. 68⅜
5,000 P., Ft. W. & C. 1st........106½	200 do........ 68½
	100 do........ 68¾
3,000 Ohio&Miss.2d. 84¾	800 do........ 68⅞
10,000 O. & M. Con.. 91¾	100 do........ 69
3,000 B., H.& E. 1st. 32¼	200 C. & N. W. Pref., b. c......b3. 81
1,000 B.C.R.&M.1st. 88	200 do........ 81
1,000 C.C.&I.C.1st. 89	100 do........ 81
1,000 do........ 88⅞	150 N. J. Central...... 103
3,000 T., P. & W.1st, West Div... 90	7 do.bet. call.102⅞
	300 C. & R. I....b. c. 110⅜
2,000 T., P. & W.2d. 76	400 do........ 110⅜
3,000 C.,C.,C.&I.1st. 104	100 do......s3. 110⅜
1,000 North Mo. 1st... 88	200 Union Pac....b. c. 28
5,000 W. U. T. 7s... 98	600 do........ 27⅞
300 N.Y. C. & H...b. c.103¾	100 do........ 28
200 do........ 103⅞	100 do......b3. 28
100 do........ 103⅞	100 do........ 28⅛
29 Metropolitan B'k. 132	300 do......b3. 28⅛
26 do........ 132½	200 do........ 28
6 West. Union Tel. 85½	500 do......s3. 28
700 do...b. c.b3. 85¾	500 do........ 28⅛
100 do........ 85¾	700 do........ 28¼
500 do........ 85⅞	100 do......b3. 28¼
1800 do........ 86	1700 do........ 28⅛
100 do......b3. 86	300 do......s3. 28⅛
1800 do........ 86⅛	500 do........ 28
500 do......b3. 86⅛	500 do......s3. 28
500 do........ 86	400 do........ 27⅞
400 do........ 86⅛	100 Mil. & St. Paul, bet. call.b3. 52½
500 do........ 86	
100 do......s3. 86	100 Mil. & St. P. Pf., bet. call...... 73
500 do........ 86	
500 do........ 86⅛	400 Del., L. & W...... 99⅜
300 do......b3. 86⅛	14 do........ 99
300 do........ 86¼	43 do.bet. call 99⅛
300 do........ 86⅛	150 P.,Ft.W.& C. G'd. 93¼
100 do.......c. 86⅛	110 Morris & Essex.. 91½
100 do........ 86¼	150 do.bet. call. 91½
100 do......s3. 86⅛	100 St. L. & I. M...... 70
500 do........ 86⅛	200 R. & S...bet. call.103
300 do........ 86	200 H. & St. Jo...b. c. 41½
40 Manhattan Gas.. 207	1500 do........ 41¼
10 D. & H. C.....b. c.119¾	200 do......b3. 41½
100 do........ 119⅝	100 do........ 41⅜
10 Pacific Mail.... 36¾	100 do........ 41½
300 do.bet. call. 37⅜	100 At. & Pac. Pf.b. c. 22¼
100 do........ 37¼	100 do........ 22
300 do......s3. 37	100 do........ 22⅞
100 do........ 37	100 do........ 23
100 do........ 37⅛	300 do........ 23¼
100 do........ 37¼	200 do........ 23¼
100 do........ 37⅜	300 do........ 23¾
100 do........ 37½	100 do........ 23½
300 do........ 37⅜	100 Ohio & Miss.b. c. 39⅛
500 do........ 37½	500 do........ 39½
10 Adams' Express.. 95	500 do........ 39⅜
50 do.bet. call. 94¾	500 do........ 39½
20 American Exp... 64	100 do.......c. 39½
15 do........ 63¾	200 do......s10. 39½
100 do.bet. call 63¾	100 do........ 39½
100 Cleve.& Pitts.Gd., bet. call.... 87½	200 do.......c. 39⅜
	400 C., C. & I. C....b.c. 29

GOVERNMENT STOCKS—12:15 AND 2:15 P. M.

$5,000 U. S. 5-20 R., '62......b.c.116⅛	$25,000 U. S. 6s, Currency...b.c. 114¾
$10,000 U. S. 5-20 C., '65, n........ 118	150,000 U.S.5s,C.,'81.115⅝

SALES BEFORE THE CALL—12:30 P. M.

100 West. Union....c. 85⅞	200 Tol. & Wabash.... 69
100 do........ 85⅞	100 Ohio & Miss...... 39⅜
100 do........ 86	300 Atlantic & Pac. P. 24
300 Pacific Mail.... 37⅛	200 do........ 23⅞
300 N. Y. C. & Hud... 103½	1200 do........ 24
100 do......b3.103⅝	100 C. C. & I. C.......c. 29½
60 Lake Shore...... 92	100 do........ 29½
100 Union Pacific.... 27⅞	100 do........ 29¼
300 do.......c. 27¾	300 do......b3. 29½
300 North-western.... 69	300 do........ 29⅜
100 St. Paul......... 52½	

SECOND BOARD—1 P. M.

$1,000 N. Y. C. 6s,'87. 92	200 Union Pacific..b.c. 27⅞
2000 P.Ft.,W.&C.2d.100	200 do........ 27¾
1,000 Un. Pac....1st. 82⅝	200 Harlem........b. c.128
4,000 do........ 82¾	100 Chic. & N. W.b.c. 69
5,000 C.,C. & I. C.2d. 72	300 do......b3. 69⅛
2,000 Can.So.1st.b3. 90	200 do........ 69⅛
300 West. Un. Tel.b.c. 85⅞	200 M. & St. P...b. c. 52½
100 do......b3. 86	300 do........ 52⅜
100 do........ 86⅛	200 Chic. & R. I...b.c.110⅛
100 Mar. L. & M. b30. 11	100 Tol.,Wab.&W.b.c. 70½
6 United States Ex. 70⅛	200 do........ 70½
5 American Ex..... 64	100 H. & St. Jo...b.c. 41¼
100 Pacific Mail...b. c. 37¼	300 do........ 41
100 N.Y.C. & H. R.b.c.103¾	600 Ohio & Miss...b.c. 39½
100 do........ 103⅝	100 C., C. & I. C...b.c. 29⅝
100 Erie......b. c...s3. 61	200 do........ 29⅝
200 do........ 60⅞	300 do......b3. 29⅝
200 L. S. & M. So...b.c. 92⅛	200 At. & Pac. Pf. b.c. 24
200 do......b60. 92¼	200 do........ 24½

SALES FROM 2:30 TO 3 P. M.

$175,000 U. S. 5-20 C., '67.......... 119	100 Erie Railway..... 61
	200 do......b3. 61
20,000 U. S. Cur. 6s.114⅞	200 do........ 60⅞
500 N. Y. C. & Hud... 103⅝	1000 do........ 60⅝
100 do........ 103½	200 do........ 60⅝
200 Western Union.... 86	500 do........ 60¾
300 do........ 86⅛	700 do........ 60⅝
700 do......b3. 86¼	200 do......s3. 60⅝
300 do........ 86¼	1300 do........ 60¾
100 do......b3. 86¼	300 do........ 60⅛
100 do........ 86⅛	100 Rock Island..... 110¼
300 do......b3. 86¼	100 St. Paul........ 52⅝
100 do........ 86⅛	200 Lake Shore...... 92⅛
100 U. S. Express... 70¼	100 do......b3. 92⅛
200 Union Pacific.... 27½	100 do......s3. 92⅛
100 do........ 27⅜	200 do........ 92⅛
300 C., C. & I. C..... 29⅞	100 do......b3. 92⅛
200 do........ 30	200 Toledo & Wab.... 70
100 do........ 30⅛	200 North-western.... 69⅛
100 Atlantic & Pac. P. 24½	200 do........ 69
100 do........ 24¾	100 Ohio & Miss...s3. 39½
200 do......b3. 25	200 do........ 39⅜
	100 Han. & St. Jo.... 41

FRIDAY, July 11—P. M.

The further engagements of a million of dollars and upward to ship Gold Coin to-morrow, (Saturday,) and the continued demand for Exchange, were availed of to-day by the *Bull* clique in the Gold-room to advance the sales to 116@116¼@116@115⅞ ₱ cent. The standard Bankers in the Foreign Exchanges were sellers of 60 days London at 109⅝ ₱ cent., and Sight Bills at 110⅜@110¼ ₱ cent., which terms are fully up to the points at which Gold Coin can be shipped at a moderate profit. The demand for Exchange was not very active, but there was a scarcity of Bills outside the regular standard drawers.

The rates for Money on call loan are 4@6 ₱ cent. on Stock collateral and 3½@4 ₱ cent. on Gold. There is a demand from lenders for good mercantile paper at 6@7 ₱ cent., short dates, and 7 ₱ cent., 90 days to 4 months.

The Stock Exchange is, in the main, very strong; strong in the amount and gradually increasing business on the Share speculation, and strong also in the conviction that we are to have a more active time through the Summer months than was looked for before the July Dividends, and the increasing traffic on the Railroads came to the assistance of the market. The volume of transactions to-day was larger than yesterday, and in the lighter Railroad fancies, as well as in Lake Shore, New-York Central, &c., the orders to buy for the rise were more pronounced. The Erie Stock, which is not held on this side the Atlantic, to one-fifth the great Common Capital of $78,000,000, was sold down early in the day on the London Cables, and the price subsequently varied with the changes in the London quotations. The Atlantic and Pacific Preferred Shares were taken hold of at 20½@21@22 ₱ cent. this morning, and run up to 25 ₱ cent., and large dealings occurred in Union Pacific, Ohios, C., C. & Indiana Central, &c., the general market closing firm.

The Public Funds of the United States are offered in moderate sums, and prices, on the advance in Gold and Exchange, are strong for all the Coupon issues. In the old Railroad Mortgages, the demand continues good at the Exchange Board, while in the recent Loans we hear of a very heavy transaction in the Texas Central 7 ₱ cent. Gold Mortgage, Messrs. John J. Cisco & Son being the purchasers, from Mr. W. E. Dodge, the President of the Company, supposed for one or more of their wealthy constituents in London.

Closing Quotations—July 11.

	Thursday.	Friday.
United States New 5s...........	115¼	115¾
U. S. 5-20s, May and November.	118⅞	119⅛
U. S. 5-20s, January and July...	118⅝	119
American Gold..................	115¾	116
Bills on London, 60 days.........	109⅝	109⅝
N. Y. Central and Hudson........	103¾	103⅝
Chicago and Rock Island.........	110¾	110¼
Pacific Mail.....................	37¼	37⅛
St. Paul Preferred...............	73⅛	72⅞
St. Paul Common................	52¼	52¼
Ohio and Mississippi.............	39¼	39¼
Western Union Telegraph.........	85½	86
Erie............................	61½	60⅛
Union Pacific....................	27¾	27⅜
Lake Shore......................	*91⅞	*92
C., C. and Indiana Central.......	28¾	30⅛
Toledo and Wabash...............	70	69⅞
Harlem..........................	128½	128½

*Ex-dividend.

UNITED STATES TREASURY, NEW-YORK, July 11, 1873.

Gold receipts...................	$1,320,077 04
Gold payments..................	1,734,725 48
Gold balance....................	38,932,386 63
Currency receipts................	1,440,011 44
Currency payments...............	181,922 84
Currency balance.................	25,692,621 54
Customs........................	263,000 00

The following bids were made at the Exchange Board, to-day, for the State Stocks:

Tennessee 6s, old... 80⅛	Ark. 7s, Ark. Cen.R. 21
Virginia 6s, old.... 43	Ohio 6s, 1881........ 100
Virginia 6s, Con. bds 53	Ohio 6s, 1886........ 100
N. Car. 6s, old..... 27	Kentucky 6s.......... 95
N. Car. new bonds.. 15	Ill. coupon 6s, '77.... 97½
N. Car. Special Tax. 13½	Ill. coupon 6s, '79.... 97½
S. Carolina 6s....... 28	Illinois War Loan.... 95
S. C. 6s, Jan.&July.. 15⅛	Michigan 6s, '78–'79. 92
Missouri 6s......... 93	Michigan 6s, '83...... 92
Mo. 6s, H. & St.J.iss. 91	N. Y. Reg. B'ty L'n.105¼
California 7s....... 111	N. Y. Coup. B. L'n.105½
Connecticut 6s...... 98	N. Y. 6s, C. L., '73...112
Rhode Island 6s..... 98	N. Y. 6s, C. L., '74...111
Ark.7s,L.R.&Ft.S.is. 27	N. Y. 6s, C. L., '75...106
Ark. 7s, M. & L. R.. 27	N. Y. 6s, C. L., '77...106
A.7s,L.R.P.B.& N.O. 27	N. Y. 6s, C. L., '78...106
Ark. 7s,M.O.& R.R. 27	N. Y. 5s, C. L., '74...106

The last prices for the various Public Funds of the United States are as follows:

6 ₱ cent. reg., '81...118½	5-20 coup., n. i., '65..118¼
6 ₱ cent. coup., '81..120¼	5-20 reg., '67.......116¾
5-20 reg., '62........117	5-20 coup., '67.......119
5-20 coup., '62.......117½	5-20 reg., '68........116¾
5-20 reg., '64........117¼	5-20 coup., '68.......119
5-20 coup., '64.......118	10-40 reg............115¼
5-20 reg., '65........117½	10-40 coup...........115¼
5-20 coup, '65........119⅛	5s coup., '81.........115¾
5-20 reg., n. i., '65..116¾	6s Currency...........114⅞

PHILADELPHIA STOCKS—JULY 11.

Telegraphed to Messrs. E. D. Randolph & Co.

	Bid.	Asked.
City 6s, old....................	97	..
City 6s, new...................	100¾	101
Camden and Amboy..............	121	121¼
Pennsylvania Central............	108½	108¾
Reading........................	110¾	111
Lehigh Valley...................	60½	60⅝
Catawissa Preferred.............	42½	43
Philadelphia and Erie............	24¾	25
Northern Central................	37	37¼
Lehigh Navigation...............	39	39¼
Lehigh Gold Loan................	90½	90¾

The British House of Commons has voted $18,000,000, Credits and Money, to the Dominion of Canada for Railway extensions. Of this large sum, £2,500,000, or $12,500,000, is by way of indorsement of 4 ₱ cent. Debentures, per agreement in the settlement of the Washington Treaty of 1871, and £1,100,000, or $5,500,000, transferred from the Defense Fund against Fenian raids voted in 1870. The whole subsidy grows out of the settlement of the Fisheries Question, and the assumption by the British Government of the Fenian invasion claims, which our Government declined to recognize before the High Joint Commission. The plain story seems to be that the British Government have added to our own award at Geneva of $15,500,000, the sum of $18,000,000 for Canada, for the settlement of the Alabama and all other international questions in the Treaty of Washington. The opposition to the Canada Loan Bill in the Commons proved very feeble. On the second reading, the Gladstone Government had 117 yeas to only 15 nays. An Opposition member represented that the Money would be thrown away in building the Canada Pacific Road, especially west of Lake Superior, and he spoke from personal observation of the wilderness country through British Columbia, or the Hudson Bay possessions. Another Opposition member contended that Canada was dissatisfied with the Fisheries settlement. But to this it was replied that the Maritime Provinces, most nearly concerned, are satisfied, while the talk against the Treaty in the Upper Provinces, because the old Reciprocity Treaty affected their trade generally, could not be renewed.

The Philadelphia *Ledger* reports that the Pennsylvania Railroad Company have issued $20,000,000, or £4,000,000 sterling, in bonds of £200 each, of the recently created general Mortgage of one hundred million of dollars, to which we referred a few days ago. This sum of twenty million of dollars will probably be used in the course of a very short time, and will create a corresponding amount of exchange on London, where the sterling bonds will soon be, if a portion of them have not already been, negotiated. Mr. Thomas A. Scott, the eminent Vice President of the road, sails from Philadelphia to-morrow for England, where he has doubtless important business, as well on account of the Texas Pacific enterprise, as for the great Pennsylvania corporation.

There seems to be no remaining doubt that Mr. Vanderbilt and his friends will control the great business of the Western Union Telegraph after the annual election in October; and as it is understood that the President of the Company is already working in concert with Mr. Vanderbilt, and (it is said) with his full confidence, the affairs of the Telegraph are already being directed to a reform and economy which they have never known before. The stiffness of the Stock in the last few days points to the results which we have indicated, and there is evidently less inclination to sell it *short*, from any supposed want of concert between the parties inside the Company and Mr. Vanderbilt, who is expected to take control in October.

The Stock Exchange was notified this morning that certain Certificates of Stock of the Union Pacific Road could not be transferred out of the names in which they now stand, because of some legal process served upon the Transfer Agents. Official notice was posted as to the excepted names, and the Certificates in such names declared to be *not* a good delivery. A disposition was manifested to put the Stock down in consequence of this difficulty, but the market soon worked in the opposite direction.

The American Fire Insurance Company have declared a Half-Yearly Dividend of *Seven ₱ cent.*, payable July 12. The policy-holders of 1873 receive a Scrip Dividend of 20 ₱ cent., Aug. 15.

The Continental Fire Insurance Company have declared a Half-Yearly Dividend of *Five ₱ cent.* payable on demand.

The Knickerbocker Fire Insurance Company have declared a Half-Yearly Dividend of *Five ₱ cent.*, payable July 15.

The Arctic Fire Insurance Company have declared a Half-Yearly Dividend of *Five ₱ cent.*, payable on demand.

The Long Island Fire Insurance Company have declared a Half-Yearly Dividend of *Eight ₱ cent.*, and also a Scrip Dividend to the policy-holders of 75 ₱ cent., on the net premiums of the past year.

The Relief Fire Insurance Company have declared a Half-Yearly Dividend of *Five ₱ cent.*, payable on demand.

The Seamen's Savings Bank will pay, July 21, a Half-Yearly Dividend of *Three ₱ cent.*, to Depositors under $5, and 2½ ₱ cent. to larger Depositors.

BANKING AND FINANCIAL.

TO INVESTORS.

The Northern Pacific Railroad Company having determined to close its 7.30 First Mortgage Gold Loan, and thereafter to pay no higher rate of interest than 6 per cent. on further issues of its bonds, *the limited remainder of the* **7 3-10** *loan is now being disposed of* through the usual agencies.

This affords a desirable opportunity to persons wishing to REINVEST JULY INTEREST OR DIVIDENDS.

The Company now has more than 500 miles of its road built and in operation, including the entire Eastern Division connecting Lake Superior and the navigation of the Missouri River; the work of construction is progressing satisfactorily; the Company has earned title to nearly ten million acres of its land grant, and sales of lands have thus far averaged $5 66 per acre.

All marketable securities are received in exchange for Northern Pacifics.

JAY COOKE & CO.,
No. 20 Wall-st., New-York.

Howes & Macy, Bankers, No. 30 Wall-st., New-York, offer the same facilities to Depositors as Incorporated Banks, and allow Interest on daily Balances at the rate of Four per cent.

Banking-House of HENRY CLEWS & CO., No. 32 WALL-ST., NEW-YORK.

Deposit accounts of mercantile firms and individuals received; all facilities and accommodations granted usual with City banks; in addition thereto interest allowed on all daily balances.

Bills of exchange drawn on England, Ireland, Scotland, and the Continent. Travelers' and mercantile credits issued available throughout the world.

☞ YOUR JULY DIVIDENDS MAY BE CONVERTED into a TEN PER CENT. NEW-ENGLAND INVESTMENT by the purchase of the FIRST MORTGAGE SINKING FUND GOLD BONDS of the LAMOILLE VALLEY, ST. JOHNSBURY AND ESSEX COUNTY RAILROADS, from Lake Champlain to the Connecticut River, and forming the Vermont Division of the Portland and Ogdensburg Railroad Trunk Line.

E. & T. FAIRBANKS & CO., St. Johnsbury, Vt.
FAIRBANKS & CO., No. 311 Broadway, New-York,
FAIRBANKS, BROWN & CO., No. 2 Milk-st., Boston,
Financial Agents.

For sale by bankers and brokers generally.

EDWARD HAIGHT & CO.,
BANKERS, NO. 9 WALL-ST.
INTEREST ALLOWED ON DEPOSITS.

COMMERCIAL AFFAIRS.

NEW-YORK, Friday, July 11, 1873.

The receipts of the principal kinds of produce since our last have been as follows:

Ashes, pks........	72	Oil-cake, pks........	100
Copper, bbls.......	16	Ream, bbls........	125
Copper, cakes......	312	Butter, pks........	4,535
Dried Fruits, pks....	149	Cheese, pks........	22,256
Eggs, bbls........	1,830	Beef, pks........	207
Cotton, bales......	1,332	Pork, pks........	180
Beans, bbls........	145	Cut-meats, pks........	424
Flour, bbls........	14,684	Lard, tcs........	463
Meal, bbls........	700	Stearine, pks........	27
Wheat, bushels......	29,694	Tallow, pks........	212
Corn, bushels......	65,024	Pea-nuts, bags........	90
Oats, bushels......	72,409	Starch, pks........	3,800
Rye, bushels......	1,906	Tobacco, hhds........	865
Malt, bushels......	4,851	Tobacco, pks........	618
Hides, No........	1,839	Wool, bales........	296
Hops, bales........	214	Whisky, bbls........	655
Leather, sides......	2,907		

The export clearances hence for European ports, as reported at the Merchants' Exchange, Pine-street, were as follows:

By the steamer St. Laurent, for Havre—10 bales Cotton, 6 tcs. Hams, 300 boxes Bacon, 3,500 bushels Corn, 1,006 pks. Hides, 500 boxes Starch, 150 cases Can Goods, 4 bags Coffee, 17 cases Sewing-machines, 2 casks Whisky, 208 pks. Agricultural Implements, 297 pks. Tallow, 16,000 bushels Wheat, 412 boxes Champagne, 40 tcs. Lard.

By the bark Ilva, for Maracaibo—300 pails Lard, 25 bags Rice, 12 cases Butter, 10 bdls. Paper, 7 pks. Axes, 16 pks. Tallow, 800 bbls. Flour, 1 case Sewing-machines, 10 bdls. Domestics, American Gold, $7,000.

By the bark Paola Schiaffino, for Cork—28,537 bushels Corn.

By the brig Kodiak, for Lisbon—67,200 Staves.

By the bark Alfarin, for Bristol—27,329 bushels Corn.

By the bark Rebecca, for Penarth—41,295 bushels Wheat.

By the bark Horace Beals, for Genoa—20 tons Logwood, 253 bbls. Resin, 4 pks. Blacking, 273 hhds. Tobacco, 3 boxes Tobacco.

COTTON—Spot lots have been about neglected; spinners have been purchasing small lots, but there has been a very slow shipping demand; prices are not quotably changed, but they must be regarded as being entirely nominal. Sales have been reported since our last of 353 bales, of which 347 bales to-day, including 339 to spinners and 14 bales on speculation. For forward deliveries the market has been quite active at decidedly lower prices, the decline in August deliveries being fully ⅝c., and other months ¼c. The sales have been 25,200 bales, of which 5,600 bales last evening, including July at 20¼c.@19 13-16c., closing at the latter price; August, 19¾c.@19¼c., closing at 19¼c.; September at 18 5-16c.@18 1-16c., closing at 18 1-16c.; October at 17¾c.@17 9-16c.; November at 17⅜c.@17½c., closing at the latter figure. The receipts at the ports to-day were 2,130 bales, and for the week 14,610 bales, against 15,181 bales last week, and since Sept. 1, 3,509,576 bales, against 2,661,658 bales same time last year. The receipts at this port to-day were 1,332 bales, including 905 bales from Norfolk, 87 bales from Baltimore, 340 bales per rail.

Prices of Cotton in New-York.

	Uplands.	Alabama.	N. O.	Texas.
Ordinary..............	14	14	14	14
Good Ordinary..........	17¾	17¾	17¾	17¾
Strict Good Ordinary....	18¾	18¾	18¾	18¾
Low Middling...........	19¾	19¾	19¾	19¾
Middling...............	20¾	20¾	20¾	20¾
Good Middling..........	22¾	22¾	22¾	22¾

The quotations are based on Cotton in store, running in quality not more than half a grade above or below the grade quoted.

COFFEE—Rio has been very quiet, and held at late prices. No sales of invoices have been reported. Other styles have a moderate inquiry at steady figures. We quote invoices thus: Rio, 17½c.@17¾c.; fair, 18c.@18¼c.; good, 18½c.@18¾c.; prime, 19c.@19¼c., gold, ₱ ℔., 60 and 90 days' credit; Rio, in lots, 17¾c.@19½c., gold; Java, 21c.@23c.; Maracaibo, 18¾c.@20½c.; Laguayra, 19c.@20c.; San Domingo, 17c.@17¼c., gold.

FLOUR AND MEAL—There was continued and liberal demand for State and Western Flour, in good part for shipping grades. Prices have not varied materially on most descriptions, with here and there a trifling improvement realized, and the general range of prices very strong. Sales have been reported since our last of 15,100 bbls., all told, including No. 2 at $3 30@$4 35, chiefly at $3 50@$4 25, the latter for very choice; very inferior to very fancy Superfine State and Western at $4 85@$5 60, chiefly at $5 10@$5 25; inferior to good Extra State, $6 20@$6 70, chiefly at $6 25@$6 40; good to very fancy do., $6 70@$7 35, chiefly at $6 75@$7 25; very poor to good shipping Extra Western at $5 90@$6 45; very poor to very good shipping brands round-hoop Ohio, $6 30@$6 75 ₱ bbl.

No. 2 Flour ₱ bbl..........................	$3 30@$4 35
Sour Flour...............................	3 45@ 6 50
Superfine State and Western................	4 85@ 5 60
Extra State..............................	6 20@ 7 35
Extra City, shipping brands................	6 20@ 7 45
Extra Genesee............................	7 45@ 9 60
Extra Ohio, round-hoop shipping brands......	6 30@ 6 75
Extra Western, shipping brands.............	5 90@ 6 45
Extra Ohio, trade and family brands.........	6 80@ 9 60
Extra Western, trade and family brands......	6 45@ 9 60
Extra St. Louis, ordinary to fancy..........	6 90@10 35
Extra Minnesota, poor to fancy.............	6 35@10 75

Southern Flour has been quoted firm, with a good inquiry noted. Sales have been reported since our last of 900 bbls., in lots, at from $6 20@$7 35 for ordinary to choice shipping, and $7 35@$10 50 for ordinary to fancy trade and Family Extras; $5 25@$6 for very inferior stock, ₱ bbl....California Flour has been in moderate demand, with fair to very fancy Extra quoted nominal at $7 75@$9 50, ₱ bbl....Rye Flour has been steadily held at $4@$5 35 for inferior fine to very fancy Superfine; sales, 450 bbls., chiefly Superfine grades, at $4 90@$5 25 ₱ ℔....Corn-meal has been active and firmer at from $3 15@$3 40 for inferior to fancy Yellow Western, chiefly at $3 25@$3 35; $2 65@$3 15 for White do.; $3 25@$3 35 for Jersey; $$3 30@3 35 for Caloric, and $3 75@$3 80 for Brandywine. The reported sales since our last have been 2,000 bbls....Bag-meal has been in demand at from $1@$1 10 for coarse; $1 20@$1 28 for Yellow, and $1 25@$1 30 for White, ₱ 100 ℔s.....Oatmeal quiet within the range at from $6 65@$8 75 ₱ bbl.

FRUITS—Foreign dried have been ruling firmer, with a fair jobbing demand. Sales have been reported of 1,500 boxes Layer Raisins at $2; 1,000 cases quarter boxes Sardines, 200 cases half boxes do., on private terms; 100 bbls. Currants at 5½c.@5¾c.; 150 cases Sardines, quarter boxes, at 14c.@14½c. gold; 50 casks Turkey Prunes at 11¾c.@12c.; 20 half cases Leghorn Citron at 39c.@40c. We quote: Layer Raisins at $2; loose Muscatel do. at $2 25@$2 50 ₱ box; Valencia at 6¼c.@6¾c.; Currants at 5¾c.; Figs at 8c.@12c.; Turkey Prunes at 11¾c.@12c.; Almonds at 18c.@33c.; Filberts at 12¼c.@12½c.; Brazil Nuts at 6c.

GRAIN—The markets throughout have been ruling stronger to-day, influenced chiefly by a very fair export inquiry, and the prospect of light supplies for a day or two on account of a break in the Erie Canal. We quote as follows: Wheat, 1c.@2c. better, with a very moderate supply, and fair inquiry for export; demand for and improvement chiefly on No. 2 Spring; light receipts have a tendency to strengthen the market. Increased receipts by canal are anticipated by Tuesday next. Sales 138,000 bushels; $1 15@$1 25 rejected Spring, $1 30@$1 36 No. 3 Chicago, $1 37 mixed Chicago, $1 43@$1 45 No. 2 Milwaukee, chiefly at latter price; $1 47@$1 48 very extra choice do., $1 46 Minnesota Spring, $1 55 common White Western. Also sales 15,000 bushels No. 2 Duluth for first half August, $1 42. Rye dull; buyers of Western 75c., sellers 78c. Peas, fair request; 16,000 bushels Canada, in bond, 90c.@92c., part to arrive in a few days. Barley and Malt dull and unchanged. Corn has been scarce and firmer, with a fair export and home trade demand; sales 89,000 bushels at 55c.@58c. for steamer Western mixed, chiefly at 56c.@57c.; 58c.@61c. for Canal; 61c. for yellow Western; 50c.@54c. for heated and unsound. Oats have been less active, with prices without decided change; sales have been 52,000 bushels at 43½c.@45c. for new mixed Western, chiefly 44c.; Chicago at 48c.@52c.; white Western at 43c.@44c.

GUNNIES—Have been in fair jobbing demand, with sales of 100 rolls Domestic Cloth at 14c.; 60 bales Calcutta do. at 10c.

HEMP, &c.—Manila Hemp has been ruling firm, with 5,500 bales sold at 10½c., gold. Jute Butts have been sold to the extent of 1,600 bales at 1¾c., currency, cash. Other kinds quiet. We quote: American at $120@$125 for Undressed, and $175@$225 for Dressed, ₱ ton; Manila, 10½c.; Sisal, 8¼c.@8¾c., gold; Jute, 2¾c.@4¾c.; Jute Butts, 1¾c., currency, ₱ ℔.; North River Flax, 15c.@18c.; Western, 14½c.@16c.; Canadian, 15c.@18c.

HAY AND STRAW—Have been in small receipt and ruling firm. We quote: Prime Bale Hay at $30@$33; good Hay, $22@$25; good Shipping, $18@$19; common Shipping, $12@$14; Long Rye Straw, $18@$19; Short Rye Straw, $12@$14; Oat Straw, $12@$13 ₱ ton.

HOPS—The market has been very quiet, the business limited to the small lots required by brewers, with prices unchanged; with New-York, growth 1872, quoted about steady at 40c.@50c.; Eastern, growth 1872, 35c.@45c.; Western, growth 1872, 35c.@45c.; crop of 1870, 12c.@18c.; old olds, 10c.@15c.; Bavarian, 40c.@50c.; English, 30c.@40c.; Belgian, 25c.@30c. ₱ ℔.

NAVAL STORES—Spirits Turpentine has been in trifle better request and prices are rather more steadily held; merchantable orders quoted at 45c.; sales are 500 bbls. at 45c. and 30 bbls. New-York at 45½c.; late yesterday, 125 bbls. at 45c. Resins—Strained has been quiet and firm, quoted at $2 85@$2 90 for common, and $2 90@$2 95 for good; sales embrace 750 bbls. common at $2 85. The fine grades are in moderate demand; sales are 200 bbls. good No. 1 to Pale at $3 50@$4 25; 1,500 bbls. good Strained and No. 2 at $3; 25 bbls. Extra Pale at $5, and 50 bbls. No. 1 at $3 50. 100 bbls. Washington Tar sold at $4 12½.

METALS—Copper has been dull and lower, with sales of 150,000 ℔s Lake at 27½c.@28c. Scotch Pig-iron has been rather more active, at lower figures, with sales of 400 tons Eglinton, at $42; 400 tons Glengarnock on private terms. We quote: Eglinton Pig, at $42; Glengarnock, at $42@$43; No. 1 American Pig at $45@$48; No. 2 do. at $41@$46; Wrought Scrap at $45@$48; English Rails at $62@$63, gold; American Rails, at works, $75@$80; Old Rails, $49@$52......Pig-lead has been in limited demand at $6 50@$6 62½, gold, for foreign, with 75 tons sold at $6 50......Spelter has been more active, but less firm at 7½c.@7⅝c., gold....Pig-tin has been ruling stronger, with sales of 750 slabs Straits on private terms, quoted at 32c.@32¼c., gold; also, 15 tons English, to arrive, at 29¾c., gold. Plates have been quiet, with 500 boxes Charcoal placed at $11 25, gold. Charcoal Plates quoted here at $11 12½@$11 50; Charcoal Terne, $10@$10 50; Coke, $9 25@$10; Coke Terne, $8 75@$9, gold, ₱ box.

OILS—Sales have been reported of 50 bbls. Menhaden at 45c.; 250 bbls. No. 1 Lard on private terms; Crude Whale quoted at 58c.@65c.; Bleached Whale at 72c.@74c.; Crude Sperm at $1 40; Unbleached Sperm at $1 62½@$1 65; Bleached at $1 65@$1 70; prime to very choice Lard-oil at 70c.@73c.; Red Oil at 48c.; Saponified do., 50c.@51c.; Linseed-Oil, in job lots, at 96c.@98c., in casks and bbls.; Olive-oil at $1 15@$1 25, in casks; Crude Cotton-seed at 47½c.; Yellow and White at 54c.@63c. ₱ gallon; Palm-oil at 8¾c.@9¼c.

PETROLEUM—Has been rather more active and steadily held. Sales rumored of 4,000 bbls. Crude of bulk, deliverable weekly from this port, at 7¾c.; 7,000 bbls. Refined at 17¾c.@17⅞c., for prompt delivery, and 18c. for July; rumored, 1,000 bbls. English Oil, high test, for September, at 18c. For Philadelphia delivery, 5,000 bbls. Refined, for July, on private terms; 1,000 bbls., for September, 18c.; quoted for July, 18½c., and August, 18c.; rumored, 3,100 bbls. Crude, in shipping order, at 12¼c.

PROVISIONS—Pork has been sparingly dealt in, and concessions of about 25c. ₱ bbl. have been made, the market closing unsettled in sympathy with the Western markets; sales have been reported of 200 bbls. New Mess at $17 37½, cash; 1,000 bbls. for July, part at $17 25; 1,250 bbls. for September at $17 25; Extra Prime has been held at $14, with 200 bbls. sold on private terms; Western Prime Mess at $16@$17 50, without business. Bacon has been sparingly dealt in, but has been held firmly at 9c. for Long Clear and 9½c. for Short Clear; sales have been reported of 50 boxes Long Clear, 60 ℔s. average, at 8¾c.; 40 boxes do. at 9c.; 25 boxes City Short-rib, 35 ℔s., at 8¾c., and 100,000 ℔s. Short-rib, in bulk, at 9¼c. Cut-meats have been quiet and firm; sales have been reported of 50 tcs. pickled Hams, 14 ℔s. average, at 14c.; 1,000 loose green Shoulders at 8c.; 7,000 ℔s. Bellies, 13 ℔s. average, at 8⅜c.; 500 loose smoked Hams at 15c.; 1,200 do. at 14½c.@16c.; 1,000 loose smoked Shoulders at 10c.; 600 loose pickled Shoulders at 9c.@9¼c.; 1,200 loose pickled Hams at 13c.@14½c.; 30 bbls dry-salted Shoulders at 7¾c.; 10 tcs. canvas-bagged Hams at 15½c.@16c. Dressed Hogs have been ruling a trifle steadier; quoted at 6¼c.@7⅜c. Beef Hams have been moderately dealt in, with sales of 105 bbls. as $25@$35. Lard has been steadily held, with an unusually slow demand; sales have been limited to 250 tcs. Western, September contract, at 9 5-16c.; 250 tcs. do., on private terms; 250 tcs. do., October, at 9⅜c.; 300 tcs. City Steam, at 8½c.; Western Steam, for July, quoted at 9c.; August, 9 1-16c.@9⅛c.; September, 9 5-16c. Of Beef 100 bbls. were jobbed at from $7 75@$10 50 for New Mess; $10 75@$12 50 for New Extra do., ₱ bbl.; Tierce Beef at $16 50@$18 50 for prime Messs; $20@$22 for India Mess, and $23@$26 for Extra India Mess; Beef Hams quiet, within the range of $25@$31 for inferior to choice brands.....Butter has been steadily held. We quote at from 23c.@29c. for fair to choice State; 29c.@31c. for fancy lots, and 15c.@21c. for Western; 22c.@25c. for fancy do....Cheese has been in brisk shipping demand; State Factory, poor to fancy, quoted at from 8c.@12⅞c., chiefly at 12¾c. for fine, and 11½c.@12½c., for fair to very good shipping qualities; State Dairy at 6c.@12½c.; Western product at from 9c.@12c. for ordinary to very choice Factory, ₱ ℔.

MOLASSES—Has been ruling irregular, with a dull trade. New-Orleans at 85c. for fancy; New-Orleans, inferior to fancy quoted at from 60c.@85c.; Porto Rico at 31½c.@60c.; Cuba at 18c.@36c.; English Islands at 25c.@50c., ₱ gallon.

RICE—Has been selling in a jobbing way at from $7 75@$9 for fair to very choice Carolina; $7 50@$8 for Patna, and $6 75@$7 for Rangoon.

SEEDS—Linseed has been neglected. Grass have a small jobbing demand. Clover quoted from 8¼c.@9c. ₱ ℔. for common to choice; Rough Flax from $2 40@$2 60; Timothy at $4 25@$4 50, and Calcutta Linseed at $2 52½, gold, ₱ bushel.

SUGAR—Raw have been less freely dealt in, but the advanced prices quoted yesterday are maintained; sales have been reported of 916 hhds. Muscovado at 7⅜c. for common, up to 7⅞c.@8c. for scant good and good refining. Fair refining Cuba quoted firm at 7¾c.; good do., 8c.; prime do., 8⅛c.; No. 12 Box Clayed stock at 8½c.; Centrifugal, Nos. 10 and 13, 8¾c.@9¾c. Refined Sugars have been in fair request, with powdered quoted at 10¾c.; Crushed at 10¾c.; Granulated, 10¾c.; A's, 9¾c.@10¼c., and Yellow at 8¼c.@9⅝c.

TALLOW—Has been held firmly and ruling quiet, with prime City quoted at 8½c.; sales have been reported of 120,000 ℔s. prime out-of-town stock at 8 7-16c., and 50 bbls. at 8⅜c.

WHISKY—Has been steadily held, with sales of 350 bbls. at 93c.@93½c.

TOBACCO—Kentucky Leaf has been quite active, the demand in good part from shippers, with prices strong. New crop Lugs quoted at 6½c.@8c., and Leaf at 8½c.@14c. Sales have been 1,000 hhds. for export and 200 hhds. for consumption. Seed-leaf has been dull, with sales of 50 cases sundry lots, crop '70, at 8c.@9c.; 50 cases do., '71, 15c.@50c.; 180 cases Wisconsin on private terms; 23 cases do., crop '72, at 6¼c.; 200 bales Havana, 80c.@95c.

WOOL—There is a steadier tone to the market for foreign, induced mainly by a reported advance in the English market on Australian Wools. The arrivals of the new clip continue moderate, and advices state that prices in the West are very firmly held at 45c. We note sales of 2,500 ℔s. California at 22c.; 20 bales Fall do. on private terms; 40,000 ℔s. do. on private terms; 12 bales Spring do. on private terms; 25,000 ℔s. do. at 28c.; 50 bales do. at 26c.; 35,000 ℔s. Unwashel on private terms; 10,000 ℔s. do. at 31c.; 1,000 ℔s. do. Kentucky Combing at 46c.; 50,000 ℔s. Washed Fleeces at 48c.@52c.; 10,000 ℔s. fleeces at 46c.; 6,000 ℔s. Virginia do. on private terms; 10,000 ℔s. do. on private terms; 25,000 ℔s. Unwashed and medium do. on private terms; 2,000 ℔s. Scoured do. at 65c.; 3,500 ℔s. Black Scoured at 50c.; 5,000 ℔s. Scoured, super, at 62½c.; 10,000 ℔s. unmerchantable Ohio on private terms; 5,000 ℔s. Sweated extra pulled at 45c.; 7,000 ℔s. super on private terms; 28 bags low Pulled on private terms; 10,000 ℔s. Texas at 25c.; 8,000 ℔s. fine Ohio at 48c.; 50,000 ℔s. Domestic combing on private terms; 40 bales Oregon on private terms; 50 bales Cape on private terms, and 100,000 ℔s. Buenos Ayres and Mestiza on private terms.

FREIGHTS—There has been a very fair inquiry for berth-room, and a liberal demand for vessels on charter, with rates strong. The engagements were to Liverpool by steam—20,000 bushels of Wheat at 12½d. ₱ standard bushel, 50 tcs. of Beef at 8s. 6d., and by sail, 15,000 bushels of grain at 10d. To London, by steam, via Southampton, 8,000 boxes Cheese at 90s. To London, by sail, 30,000 bushels of grain at 11d., 2,500 bbls of Flour at 3s. 10d. The charters comprise a British brig, hence to Cork for orders to the United Kingdom, 1,400 quarters grain at 9s.; Norwegian bark, (relet,) hence, same voyage, 3,300 quarters Grain at 8s. 9d. A French bark, hence to Penarth Roads, for orders, 2,300 quarters Grain at 8s. 9d. A British bark, hence to Liverpool, 2,500 bbls. refined Petroleum at 7s. An American brig, hence to Stettin, 3,000 bbls. of refined do. at 9s. A British bark, hence to Rotterdam direct, 5,500 bbls. of refined do. at 6s. 10½d. A Norwegian ship, to arrive, hence to a Continental port, 5,500 bbls. of refined do. at 7s. 3d. An American brig, hence to Barcelona, 1,300 bbls. refined do. at 8s. A Swedish bark, to arrive, hence to a Baltic port, 3,200 bbls. refined do. on private terms. An American brig, 380 tons, hence to Lisbon, Tobacco on private terms, and extra heavy stores at $75; an American brig, 367 tons, hence to Malaga, 7,000 cases of Refined Petroleum on private terms, and balance of cargo light pipe staves, at $50; an American bark, from Philadelphia to Havre, 3,100 bbls.; of Crude Petroleum at 8s.; a Norwegian bark, (to arrive from Wilmington,) to a direct port in the United Kingdom or Continent, 2,200 bbls. of Naval Stores at 7s. for Resin and 9s. for Spirits; an American brig, hence to Leghorn, 2,200 bbls. of Refined Petroleum at 7s. 6d.

THE STATE OF TRADE.

CHICAGO, July 11.—Flour—Market steady, with a moderate demand, mainly on local and order account; Wheat steady; sales of No. 1 soft at $1 22@$1 23; hard, $1 23½; No. 2 do., $1 15½ on spot; $1 15⅜ seller July; $1 13 seller August; No. 3 do., $1 05@$1 05½; rejected, 89c.@90c.; Corn quiet and weak and a shade lower; sales of No. 2 mixed at 36¾c.@37¼c. for regular and fresh on spot or seller July; 38c. seller August; 39½c.@39⅝c. seller September; rejected, 34c.@35c.; Oats steady at 29c., cash; 28½c. bid, seller August; rejected, 26c.@26¾c.; Rye dull and nominal; No. 2 offered at 60c.; Barley dull and nominal; 61c. bid for No. 2 Fall seller September; Provisions quiet and unchanged; Pork nominally $15 60@$15 70, spot or seller August; $15 80, seller September. Lard quiet and unchanged; nominally $8 20@$8 25, spot. Bulk Meats firm and in fair demand; sales of Short-rib Middles, Summer cured, at 8¼c., loose; 8¾c. packed. Long-clear Middles, packed, 8c.; Shoulders held at 7⅛c. Bacon steady; no sales. Whisky steady at 88½c. Freights—Corn to Buffalo, 5¼c.@5½c.; Wheat to Buffalo, 6c. Receipts—6,000 bbls. Flour, 65,000 bushels Wheat, 108,000 bushels Corn, 73,000 bushels Oats. Shipments—4,000 bbls. Flour, 27,000 bushels Wheat, 180,000 bushels Corn, 124,000 bushels Oats, 8,000 bushels Barley.

BUFFALO, N. Y., July 11.—Lake and rail imports for the last twenty-four hours—11,465 bbls. Flour, 163,272 bushels Wheat, 302,977 bushels Corn, 143,324 bushels Oats, 25,544 bushels Rye. Canal Shipments—95,194 bushels Wheat, 135,949 bushels Corn, 112,860 bushels Oats. Rail Exports—27,950 bushels Wheat, 64,900 bushels Corn, 102,924 bushels Oats. Canal Freights—Wheat, 10½c.; Corn, 9½c.; Oats, 6½c. Flour quiet; Western Spring, $6 75@$7 25; Bakers', $7 25@$8; Amber, $8@$8 50; White, $9@$9 25. Wheat steady; sales, 7,600 bushels Spring on private terms; 5,000 bushels Milwaukee No. 2 Spring at $1 34; 1,500 bushels Milwaukee No. 1 at $1 40; quoted—Duluth No. 1 Spring, $1 40; Milwaukee No. 1 Spring, $1 40; Milwaukee No. 2 Spring, $1 33@$1 34; Chicago No. 2 Spring, $1 31; White Canada, $1 65@$1 73; White Michigan, $1 65@$1 82½. Corn steady at ¼c. lower; sales, 5,500 bushels choice on private terms; 25,000 bushels No. 2 at 46¾c.; 8,000 bushels No. 2 at 46c. Oats steady; sales, 10,000 bushels No. 2 Western, in lots, at 38c.; 1,000 bushels at 38½c. Rye nominal at 73c.@75c. Barley-malt firm; prime Winter Western, $1 15@$1 20; prime Canada, $1 25. Other articles unchanged.

BALTIMORE, July 11.—Flour steady and in good demand, but prices unchanged. Wheat active and firmer; choice White, $1 80; fair to prime do., $1 65@$1 75; choice Amber, $1 73@$1 80; good to prime Red, $1 60@$1 70; common to fair do., $1 40@$1 55; Western Red, $1 40@$1 48; do. Amber, $1 55@$1 60. Corn firm for Southern; White Southern, 85c.@86c.; Yellow do., 62c.; Mixed Western dull at 58¼c. Oats firm and active; Southern, 54c.@55c.; Western Mixed, 47c.@48c.; do. White, 53c. Rye, 70c.@75c. Hay unchanged. Provisions strong. Mess Pork quiet at $17 25@$17 50. Bulk Meats firmer and higher; no stock offering; Shoulders, 8¼c.; Clear Rib Sides, 10c. Bacon active; Shoulders, 9c.; Rib Sides, 10½c.; Clear Rib Sides, 10¾c.@11c. Sugar-cured Hams, 14½c.@15½c. Lard dull at 8½c.@8¾c. Western Butter unchanged. Whisky steady at 93c.

OSWEGO, N. Y., July 11.—Flour steady and unchanged; sales of 1,400 bbls. at $7 75 for No. 1 Spring, $8 75 for Amber Winter, $9 75 for White Winter, $10 25 for Double Extra. Wheat unchanged; sales of 3,000 bushels prime White Canada at $1 80. Corn dull; sales of two cars High Mixed at 66c. Corn-meal—$1 15 for Bolted, $1 10 for Unbolted, ₱ cwt. Mill-feed unchanged; Shorts, $20; Shipstuffs, $21; Middlings, $22, ₱ ton. Canal Freights—Wheat, 7¼c.; Corn and Rye, 6¾c., to New-York; Lumber, $3 25 to the Hudson, $4 25 to New-York. Railroad Freights—Flour to Philadelphia, 60c.; to Boston, 50c.; to New-York, 40c.; to Albany, 36c. Receipts by Lake—27,400 bushels Wheat, 2,225,000 feet Lumber. Shipments by Canal—4,000 bushels Wheat, 497,000 feet Lumber. The amount of Grain on the canal from Buffalo and Oswego, for tide-water yesterday noon, as near as can be ascertained, was 1,269,000 bushels Wheat, 714,000 bushels Corn, 172,000 bushels Oats, 132,000 bushels Rye.

ST. LOUIS, July 11.—Flour quiet and unchanged. Wheat dull and drooping; new No. 3 Fall Red, $1 40; new No. 2 Winter Red, $1 50; old No. 3 Fall Red, $1 50. Corn in fair demand and firm; No. 2 Mixed, 35¾c.@37c., in elevator; 44c., sacked. Oats active and higher; No. 2 early, 31c., in elevator; closing 32½c.@38c.@39c., sacked. Barley—No market. Rye held higher; 65c. offered and refused. Whisky steady at 88c. Pork better; small lots, $16 75. Dry-salted Meats stiff; loose Shoulders, at Galena, 7½c.; Clear Rib Sides, here, 8¾c. Bacon firm; Shoulders, 8½c.@8¾c., cash; 9¼c., September; Clear Rib Sides, 10c.@10¼c.; Clear Sides, 10½c.@10¾c., cash; 10⅜c., September. Lard nominal. Live Hogs firmer at $4@$4 50.

Cattle quiet; good to choice, $4@$5 50. Receipts—2,000 bbls. Flour, 9,000 bushels Wheat, 8,000 bushels Corn, 9,000 bushels Oats.

PHILADELPHIA, July 11.—Quercitron Bark—No. 1 is held at $35. Flour in improved demand for the best grades, others nominal; Superfine, $4 50; Wisconsin and Minnesota Extra Family, $7@$7 25; State, Indiana, and Ohio do., $7 50@$8 25; high grades, $8 50@$10. Wheat dull; Red, $1 58@$1 60; Amber, $1 68@$1 70; White, $1 70@$1 85; Delaware Red, New, $1 70. Rye not wanted. Corn in fair demand; Yellow, 56c.@58c.; Mixed, 55c.@57c. Oats in improved demand; White, 45c.@46c.; Mixed, 38c.@42c. Coffee, Sugar, and Molasses—Nothing doing. Provisions in improved demand with advancing tendency. Petroleum less active; Crude, 12¼c. Refined, 17⅞c.@18c. Whisky dull at 92½c.

TOLEDO, July 11.—Flour steady. Wheat steady; sales of No. 3 White Wabash at $1 75; Amber Michigan, spot, $1 49½@$1 50; seller July, $1 49¼; seller August, $1 38; No. 1 Red, $1 56; No. 2 do., $1 51; No. 2 Amber Illinois, $1 63. Corn dull and lower; sales of High Mixed spot and seller July at 43½c.; seller August, 44½c.; seller September, 46c.; Low Mixed, 42c.; seller August, 43c.; no grade, 39½c.; Damaged, 33c. Oats steady at 39c. for No. 1; 36c. for Michigan; 31c. for Rejected. Freights; to Buffalo, 4c.@4½c.; to Oswego, 8½c.@9c. Receipts—1,500 bbls. Flour, 9,000 bushels Wheat, 12,000 bushels Corn, and 3,000 bushels Oats. Shipments—1,000 bbls. Flour, 3,000 bushels Wheat, 19,000 bushels Corn, and 1,000 bushels Oats.

LOUISVILLE, July 11.—Flour quiet and unchanged. Wheat irregular and nominal; almost nothing doing; $1 15@$1 50, as to quality. Corn firm at 58c.@60c., sacked. Oats firm at 42c.@44c., sacked. Barley unchanged. Rye unchanged. Provisions firm. Pork, $17. Bacon—There is an advancing tendency; Shoulders, 8¾c.; Clear Rib Sides and clear Sides, 10½c.@10¾c., packed. Hams firm; Plain, 13c.@13½c.; Sugar-cured and Fancy, 14½c.@15½c. Bulk Meats strong; Shoulders, 7¾c.; Sides, 9¾c.@9⅞c., loose; ¼c. higher packed. Lard steady; Tierce, 9c.@9¾c.; Keg, 10c.@10½c.; Steam, 8¼c.; small-order lots, ⅛c.@½c. higher. Whisky steady at 89c.

CINCINNATI, July 11.—Flour steady at $6 75@$7. Wheat quiet; No. 2 Winter Red, $1 40. Corn firm at 50c. Rye steady at 70c. Oats firm at 35c.@45c. Barley dull and nominal. Butter steady. Provisions opened active and closed quiet. Pork firm at $16 75@$17. Lard firm; Steam, 8¾c.@8½c.; Kettle, jobbing sales at 8½c.@8⅝c. Bulk Meats firm; Shoulders opened at 7½c.; closed at 7⅝c.@7¾c.; sales at 7⅝c., buyer July; held at 8c., buyer August; Clear Rib Sides, 9½c.@9¼c.; Clear Sides, 9¾c.@9⅞c. Bacon in good demand; Shoulders, 8½c.; Clear Rib Sides, 10c.; Clear Sides, 10c., with sales. Whisky steady at 90c. Sales 125,000 ℔s. Bulk Shoulders, buyer August, at 7⅞c.

NEW-ORLEANS, July 11.—Flour dull; Treble Extra, $6@$8; Family, $8 50@$9 50. Corn scarce; Mixed, 56c.; Yellow, 58c.; White scarce at 67c. Oats firmer at 41c.@43c. Bran dull at 65c. Hay firm; prime, $20@$22. Pork firmer; held, $17 50. Dry-salted Meats scarce; Shoulders, 8½c. Bacon is scarce; Shoulders, 9½c.; Sides, 10½c.@10¾c.; Hams, 15c.@16c. Lard firm; tierce, 8¾c.; keg, 10c. Sugar and Molasses—No movements. Whisky firm; Evansville, 91c.; Louisiana, 92c.; Cincinnati, 96c. Coffee, 18c.@20c. Exchange—Sterling, 126¾; New-York Sight, ⅜ premium. Gold 115⅞.

MILWAUKEE, July 11.—Flour steady; sales of Extra Spring at $5 75@$6 50. Wheat firm and in good demand at $1 26½ for No. 1; $1 19¾ for No. 2, cash or seller July; $1 17, seller August. Oats steady at 29½c. for No. 2. Corn in fair demand and lower at 37c. for No. 2 Mixed. Rye firm and in fair demand at 62½c. for No. 1. Barley dull and nominal at 75c. for No. 2 Spring. Freights—Wheat, to Buffalo, 6c.; to Oswego, 10½c. Receipts—3,000 bbls. Flour and 104,000 bushels Wheat. Shipments—5,000 bbls. Flour and 205,000 bushels Wheat.

CLEVELAND, July 11.—Wheat firm; No. 1 held at $1 55; No. 2 at $1 41. Oats, Corn, and Petroleum, quiet and unchanged.

LIVE STOCK MARKETS.

NEW-YORK, Friday, July 11, 1873.

On yesterday forenoon trade in horned Cattle was fair, prices ranged from 9c.@12½c. ₱ ℔., weights from 5½ cwt. to 8¾ cwt., on 56 ℔s. to 58 ℔s. to the cwt. net. On this forenoon there was a reduction of ¼c. ₱ ℔. on good quality Beeves, while fair quality Steers remained firm, and actually no demand for poor quality Steers; prices ranged from 8¾c.@12c. ₱ ℔., weights from 5 cwt. to 8½ cwt., on 56 ℔s. to 58 ℔s. to the cwt. net. Bulls on live weight sold at 4c. ₱ ℔. The quality of the Cattle to hand was better in the aggregate than it was in the early part of this week. Milch Cows remain firm at our last quotations. Veals are fair from 6c.@9c. ₱ ℔. Grass Calves slow from 3c.@5c. ₱ ℔. Sheep and Lambs sell freely and in large lots; Sheep from 5½c.@6¼c. ₱ ℔.; Lambs from 10⅜c.@12c. ₱ ℔. On yesterday forenoon a few poor quality Sheep sold at 4½c. ₱ ℔., and some coarse, thin Lambs at 7c. ₱ ℔. Hogs have improved in feeling and in prices. Live Hogs are worth from 5⅜c.@5⅝c. ₱ ℔.; City dressed from 6½c.@7½c. ₱ ℔.

SALES.

N. Goldschmidt sold for self 176 Illinois Steers, from coarse to good, from 11½c.@12½c. ₱ ℔., weight from 8¼ cwt. to 8½ cwt.; 30 good Illinois Steers at 12½c. ₱ ℔., weight 8¾ cwt. scant; 47 Illinois Steers, from common to good, from 11½c.@12¼c. ₱ ℔., weight 7¼ cwt.; 42 coarse but fat Missouri Steers at 12c. ₱ ℔., weight 8¼ cwt.; 16 coarse Missouri Steers at 11½c. ₱ ℔., weight 7 cwt. W. Sigel sold for N. Morris 77 fair Illinois Steers at 11¾c. ₱ ℔., weight 7½ cwt. scant; 48 good fair Illinois Steers at 12c. ₱ ℔., weight 7 cwt.; 85 Illinois Steers, from common to fair, from 11¼c.@12c. ₱ ℔., weight 7¾ cwt. S. Chustes sold for N. Morris 111 Texan Steers at 11¾c. ₱ ℔., weight 7 cwt.; 116 Cherokee Steers at 10c. ₱ ℔., weight 5 cwt.; 86 common Illinois Steers at 11½c. ₱ ℔., weight 7¼ cwt.; H. Meyers sold for N. Morris 142 Illinois Steers, from common to good, from 11½c.@12¼c. ₱ ℔., weights from 6¾ cwt. to 7¾ cwt. S. Ulery sold for self 101 Steers, mixed Illinois and Indiana rough Cattle, at from 11c.@11½c. ₱ ℔., weight 7 cwt.; for Kelley & Moore 32 fair Kentucky Steers at 12c. ₱ ℔., weight 7½ cwt. Westheimer Brothers sold for selves 127 Illinois Steers, from common to good, from 11¼c.@12½c. ₱ ℔., weight from 7½ cwt. to 8 cwt.

At Communipaw Sheep Market—Kase & Houver sold 208 Ohio Sheep, weight 19,844 ℔s., at 5¾c. ₱ ℔.; 334 Jersey Lambs, weight 19,650 ℔s., at 11c. ₱ ℔.; 131 Jersey Lambs, weight 7,527 ℔s. at 10¾c. ₱ ℔.; 78 Jersey Lambs, weight 2,358 ℔s., at 11½c. ₱ ℔. J. N. Pidcock sold 214 Sheep, weight 17,540 ℔s., at 5½c. ₱ ℔.; 234 Sheep, weight 18,870 ℔s., at 5¾c. ₱ ℔.; 198 Sheep, weight 17,810 ℔s., at 6¼c. ₱ ℔.; 87 Lambs, weight 4,750 ℔s., at 11c. ₱ ℔.; 23 Lambs, weight 1,380 ℔s., at 12c. ₱ ℔.

RECEIPTS.

Fresh arrivals at Communipaw Yards for yesterday and to-day, 1,890 head of Horned Cattle, 2,011 Sheep and Lambs, 3,066 Hogs.

Fresh arrivals at One Hundreth-street Yards on yesterday forenoon, 352 head of Horned Cattle.

Fresh arrivals at Weehawken Yards on yesterday forenoon, 266 head of Horned Cattle.

BUFFALO, July 11.—Cattle—Receipts to-day, including 37 cars reported to arrive, 1,037 herd, making the total supply for the week, thus far, 7,480 head, or 440 cars, against 530 cars for the same time last week; up to noon no Cattle had arrived and the yards were entirely bare of stock; no sales to report; but few dealers in attendance. Sheep and Lambs—Receipts today, 800 head, making the total supply for the week, thus far, 12,200 head, against 9,200 head for the same time last week; market closed firm at yesterday's prices; all the stock was disposed of; Canada Lambs quoted at $7 25@$7 75; Canada Sheep, $4@$4 75; Western Lambs, $6 50; Western Sheep, $4 25@$5; sales, 218 Michigan Sheep, average 89 ℔s. at $4 62½; 673 Ohio do., average 84 ℔s.@85 ℔s. $4 15@$5. Hogs—Receipts to-day, including reported arrivals, 4,000 head, making the total supply for the week thus far, 17,300 head, against 22,800 head for the same time last week; market continues flat at $4 65@$4 75; nearly all the receipts shipped East in first hands.

THE COTTON MARKETS.

NEW-ORLEANS, July 11.—Cotton in moderate demand; ordinary, 12¼c.; good ordinary, 15¼c.; Low Middling, 17⅞c.; Middling, 18⅝c. Net receipts, 309 bales; gross, 359 bales; exports, coastwise, 281 bales; sales to-day, 200 bales; last evening, 160 bales; stock, 46,010 bales. Weekly net receipts, 2,529 bales; gross, 3,190 bales; exports, coastwise, 3,260 bales; sales, 4,000 bales.

GALVESTON, July 11.—Cotton—The market seems firmer; Texas ordinary, 13c.; good ordinary, 14¾c. Net receipts, 146 bales; sales, 170 bales; stock, 18,087 bales. Weekly net receipts, 493 bales; exports, coastwise, 23 bales. Sales, 490 bales.

CHARLESTON, July 11.—Cotton steady; Middling 19c.; net receipts, 271 bales; gross 368 bales; sales, 200 bales; stock, 8,109 bales; weekly, net receipts, 1,762 bales; gross, 2,194 bales; exports, coastwise, 2,479 bales; sales, 1,800 bales.

MOBILE, July 11—Cotton dull and irregular; Middling, 18½c.; net receipts, 73 bales; exports coastwise, 709 bales; sales, 200 bales; stock, 12,868 bales. Weekly net receipts, 674 bales; exports, coastwise, 1,752 bales; sales, 1,900 bales.

MEMPHIS, July 11.—Cotton firmer; Low Middling, 18c.@18½c.; receipts, 299 bales; shipments, 478 bales; stock 1872, 4,120 bales; 1873, 11,654 bales. Weekly—Receipts, 1,503 bales; shipments, 3,907 bales; sales, 2,000 bales.

SAVANNAH, July 11.—Cotton dull and nominal; Middling, 18¼c.; net receipts, 216 bales; exports, coastwise, 403 bales; sales, 20 bales; stock, 6,328 bales. Weekly net receipts, 418 bales; exports, coastwise, 2,073 bales; sales, 172 bales.

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PERSONAL.

INFORMATION WANTED OF JOSEPH FORSYTH, who has not been heard from since September last, when he wrote from New-York. He is twenty-six years old, height about five feet ten, rather stout, fair complexion, and light hair. He is a silver-plater by trade, but his friends think he may have gone to sea, as he has served three years in the United States Navy. Address THOMAS FORSYTH, Haydenville, Mass.

IF THE GENTLEMAN WHO APPLIED AT No. 604 Franklin-av. to buy a three-story house will call at the agent's office, No. 85 Amity-st., Brooklyn, he will hear of more favorable terms.

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LEGAL NOTICES.

SUPREME COURT OF THE STATE OF NEW-York.—City and County of New-York, ss.—STEWART BROWN and JAMES M. BROWN, as trustees under the last will and testament of Samuel Nicholson, deceased, plaintiffs, against ANN MARIA MULLIGAN, individually, and as administratrix of John Nicholson, deceased; Martha Mulligan, James Crosier Nicholson, Anna Maria Woods, (wife of William H. Woods,) individually and as executrix of the last will and testament of Henry H. K. Nicholson, deceased; Henry Hamilton Nicholson, Anna Rosamond Nicholson, and Rosanna, (widow of said Henry H. K. Nicholson,) Emily Caroline Nicholson, Eliza Nicholson, individually and as executrix and trustee under the last will and testament of Robert George Nicholson, deceased; William Moorehead, as executor and trustee under the last mentioned will, and Joseph Stuart, as administrator of the said Robert George Nicholson, with the will annexed; Ellen Nicholson, individually and as executrix and trustee under the last will and testament of William Nicholson, (the younger,) deceased; James Torrens, as executor and trustee under the last mentioned will, and James M. Brown as administrator of the said William Nicholson, deceased, with the will annexed; William Nicholson, John Nicholson, Samuel Nicholson, Helen Cordelia Nicholson, George Nicholson, Ann Eliza Nicholson, and Alice Emily Nicholson, Elizabeth Nicholson, the widow of John Nicholson, deceased; James Torrens, and the Rev. Edward Perry Brooke, as the executors and trustees under the last will and testament of Ann Nicholson, deceased, defendants. To the above-named defendants and each of them: You are hereby summoned and required to answer the complaint in this action, which will be filed in the office of the Clerk of the City and County of New-York, at his office in the County Courthouse in the said City, and to serve a copy of your answer to the said complaint on the subscriber, at his office, No. 61 Wall-street, in the City of New-York, within twenty days after the service of this summons on you, exclusive of the day of such service; and if you fail to answer the said complaint within the time aforesaid, the plaintiff in this action will apply to the Court for the relief demanded in the complaint.—Dated May 7, 1873.

JAMES P. LOWREY, Plaintiffs' Attorney,
No. 61 Wall-street, New-York.

The complaint in the above-entitled action was duly filed in the office of the Clerk of the City and County of New-York, at the Court-house in the said City, on the 24th day of June, 1873.

JAMES P. LOWREY, Plaintiffs' Attorney.
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PURSUANT TO A DECREE OF THE HIGH COURT OF CHANCERY made in a cause, Haslam against Cron, 1870, H. No. 11, for the administration of the estate of BETTY OLIVANT, late of Bolton, in Lancashire, in England, spinster, who died intestate, any persons claiming to be children of THOMAS CATTERALL OLIVANT, who about the year 1800 went to reside in some part of America; or claiming to be the legal personal representatives of any such children, who died after 9th June, 1869, and also all persons claiming to be JOHN OLIVANT BEWSHER, or WILLIAM BEWSHER, both of whom, up to the year 1856, resided in Lancashire, in England, or claiming to be the legal personal representative or representatives of the said John Olivant Bewsher or William Bewsher, in case they, or either of them died after 9th June, 1869, are by their solicitors, on or before the 1st day of November, 1873, to come in and prove their claims at the Chambers of His Honor, the Vice Chancellor, Sir James Bacon, situate at No. 11 New-square, Lincoln's Inn, London, in England; or in default thereof, they will be peremptorily excluded from the benefit of the said decree: Tuesday, the 11th day of November, 1873, at 12 of the clock at noon, at the said Chambers, is appointed for hearing and adjudicating upon the claims.—Dated this 17th day of June, 1873.

JOSHUA BIRD ALLEN, Chief Clerk.

Thomas Johnston, No. 5 Raymond Buildings, Gray's Inn, Middlesex; Agent for Messrs. R. & T. H. Winder, of Bolton-le-Moors, Lancashire, England, Plaintiff's solicitors.

NEW-YORK SUPREME COURT.—JOHN B. COTTE, plaintiff, against JAMES NOLEN and Ellen Nolen, his wife, Theodore Burgmyer, James S. Bailey, Edward Lumley, John J. Wickes, and Ada Wickes, his wife; Rebecca Doty, administratrix of John Doty; George S. Page, Ralph Thomas, Luke S. Mills, Henry A. Cheever, Edward H. Close, Robert Francis, Henry A. Peck, William L. Peck, and Abraham P. Skidmore, defendants.—(No. 1.)—To the defendants: You are hereby summoned and required to answer the complaint in this action, which will be filed in the office of the Clerk of the County of Kings, at the County Court-house, in the city of Brooklyn, and to serve a copy of your answer to the said complaint on the subscribers, at their office, No. 9 Murray-street, New-York City, within twenty days after the service of this summons on you, exclusive of the day of such service; and if you, fail to answer the said complaint within the time aforesaid, the plaintiff in this action will apply to the Court for the relief demanded in the complaint.—Dated June 28, 1873.

NORWOOD & COGGESHALL, Plaintiff's Attorneys.

The complaint in the above entitled action was duly filed in the office of the Clerk of the County of Kings, in the County Court-house, in the city of Brooklyn, on the 28th day of June, 1873.

NORWOOD & COGGESHALL, Plaintiff's Attorneys.
jy9-law7wW

NEW-YORK SUPREME COURT.—FREDERIKA MEYER, plaintiff, against ISIDORE MEYER, defendant.—Summons for relief.—(Com. not ser.)—To the defendant above named: You are hereby summoned and required to answer the complaint in this action which will be filed in the office of the Clerk of the City and County of New-York, and to serve a copy of your answer to the said complaint, on the subscribers, at their office, No. 87 Centre-street, New-York City, within twenty days after the service of this summons on you, exclusive of the day of such service; and if you fail to answer the said complaint within the time aforesaid, the plaintiff in this action will apply to the Court for the relief demanded in the complaint.—Dated May 27, 1873.

HOWE & PECKHAM, Plaintiff's Attorneys.

The complaint in the above-entitled action was filed in the office of the Clerk of the City and County of New-York on the 28th day of May, 1873.—Dated New-York, June 6, 1873.

HOWE & PECKHAM, Plaintiff's Attorneys.
je7-law6wS*

NEW-YORK SUPREME COURT.—JUDITH GUGGENHEIM, plaintiff, against GOTTLIEB GUGGENHEIM, defendant.—Summons for relief.—(Com. not ser.)—To the defendant above named: You are hereby summoned and required to answer the complaint in this action, which will be filed in the office of the Clerk of the City and County of New-York, and to serve a copy of your answer to the said complaint on the subscribers, at their office, No. 87 Centre-street, New-York City, within twenty days after the service of this summons on you, exclusive of the day of such service; and if you fail to answer the said complaint within the time aforesaid, the plaintiff in this action will apply to the Court for the relief demanded in the complaint.

HOWE & PECKHAM, Plaintiff's Attorneys.

The complaint in the above-entitled action was filed in the office of the Clerk of the City and County of New-York on the 2d day of June, 1873. Dated New-York, June 6, 1873.

HOWE & PECKHAM,
je7-law6wS* Plaintiff's Attorney's.

SITUATIONS WANTED.

FEMALES.

ADVERTISEMENTS ARE RECEIVED FOR THE NEW-YORK TIMES
At the "Times" Up-Town Office,
No. 54½ West 32d-st., junction Broadway and 6th-av.
And the "Times" West-Side Office,
No. 308 West 23d-st., corner of 8th-av.
NO EXTRA CHARGE WHATEVER.

A PERMANENT HOME WANTED BY AN AMERICAN woman out on Long Island, to assist in any kind of light house-work, or would take the entire charge of a babe from its birth. Call at No. 205 Freemen's-st., Greenpoint.

CHAMBER-MAID AND NURSE, OR FINE Washing.—By an excellent servant; very capable and active; is also a good seamstress; no objection to the country; can speak Spanish, and is a Protestant; can give the best of City references. Call or address at No. 621 6th-av., between 36th and 37th sts., first floor.

CHAMBER-MAID AND WAITRESS.—BY A respectable Protestant young woman, as chambermaid and waitress, or will do fine washing in a private family; good City reference. Apply at No. 478 3d-av., in the fancy-store.

CHAMBER-MAID.—BY A YOUNG GIRL, IN SOME respectable family, to assist in chamber-work; the best of City references. Call at No. 123 Chrystie-st.

COOK.—BY A NEAT, INDUSTRIOUS GIRL AS cook and laundress or general servant; is respectful, obliging, and capable; a thorough servant, and highly recommended; City or country. Call at No. 111 Atlantic-st., Brooklyn.

COOK, &c.—WAITER, &c.—BY A YOUNG Frenchman and his wife, in a private family; she is an excellent cook, and he is accustomed to serve at the table, and do the general house-work; good references. Address A. E. R., Box No. 200 *Times* Office.

COOK.—BY A NEAT, TIDY YOUNG WOMAN AS cook and to assist with the washing. Apply at No. 131 West 42d-st., present employer's.

HOUSE-WORK.—BY A YOUNG WOMAN IN A private family to do general house-work; good City reference. Call for two days at No. 668 3d-av., between 42d and 43d sts.

HOUSE-WORK.—BY A GOOD GERMAN WOMAN, to do general house-work; is a plain cook, a good washer and ironer. Apply at No. 127 Norfolk-st., of M. Hild.

MALES.

COACHMAN, GARDENER, &c.—BY A REspectable Swede, aged thirty-two years, married, no children, speaks good English, on a gentleman's place or farm; is an excellent coachman and groom, and good, plain gardener; can also do farm-work; wife is a good cook and laundress; best recommendations. Can be seen at Carpenter's, No. 138 West 11th-st., corner 6th-av.

COACHMAN.—BY AN ENGLISHMAN, AGED THIRty-one years, who is a thorough coachman; can drive in City or country; is also a very good groom; will give the best recommendations from last employer, with whom he lived a long time. Can be seen at Carpenter's, No. 138 West 11th-st., corner 6th-av.

COACHMAN.—BY AN ENGLISHMAN AS COACHman or farmer; understands all sorts of stock-raising and crop-growing; best references furnished. Apply to J. S., Box No. 87 *Times* Up-town Office, No. 54½ West 32d-st.

COACHMAN.—BY A FIRST-CLASS COLORED coachman; understands his duties thoroughly, and has excellent references. Call or address No. 138 East 17th-st., livery stable.

COACHMAN.—BY A SWEDISH PROTESTANT coachman; has the best of City references; is capable in every respect. Can be seen at No. 406 5th-av., for three days.

COACHMAN.—BY A PROTESTANT YOUNG MAN, as coachman; can give good reference if required. Apply at No. 304 East 24th-st.

FARMER, &c.—BY A SINGLE MAN FROM North Germany, understanding farming, gardening, &c., perfectly well, and who has the best of references. Address Mr. G. Ahrens, corner of Murray and Washington sts.

PORTER IN SUMMER-HOUSE, HOTEL, STORE, OR bell-boy.—By a young man, aged twenty-six years, who has good experience in the above duties; has best recommendations for industry, sobriety, and capability; will go in City or country. Can be seen at Carpenter's, No. 138 West 11th-st., corner 6th-av.

WAITER.—BY AN ENGLISHMAN, AS WAITER in a private family; good City references. Address A. N., No. 150 East Twentieth-st.

MISCELLANEOUS.

STRICTURE OF THE URETHRA—OFTEN sympathetic of piles and fistula, absurdity of dilation, its rapid cure by the urethrotome. Three type cases addressed to his private surgical class by EDWARD H. DIXON, M. D., editor of the *Scalpel*, No. 42 5th-av. Inclose 25 cents by post. Office hours from 8 to 9, 1 to 3, and 7 to 9 evening.

SAVINGS BANKS.

IRVING SAVINGS INSTITUTION
NO. 96 WARREN-ST., NEW-YORK.
SIX PER CENT. INTEREST allowed on all sums.
Deposits made now draw interest from July 1.
Bank open daily from 10 A. M. to 3 P. M.
WALTER W. CONCKLIN, President.
VANDERBILT L. BUXTON, Secretary.

CITIZENS' SAVINGS BANK
OF THE CITY OF NEW-YORK.
1873.—July interest.—The twenty-sixth semi-annual interest at the rate of Six per Cent. per annum on all sums of five dollars and upward, which has been on deposit for one or more months next previous to July 1, is now payable.
All interest not called for will remain as principal and bear interest from July 1, and will be entered on the depositors' books any time when presented.
Deposits made on or before Saturday, July 19, will bear interest from the 1st of July. The bank is open every day for the reception and payment of money from 10 A. M. to 3 P. M., and on Mondays and Saturdays from 10 A. M. to 7 P. M. Bank-books in German, French, and English.
Bank No. 58 Bowery, south-west corner of Canal-st.
E. A. QUINTARD, President.
SEYMOUR A. BUNCE, Secretary.

DEPOSIT TO-DAY.
THE FREEDMAN'S SAVINGS AND TRUST COMPANY,
chartered by the United States.
No. 185 Bleecker-st., New-York.
ASSETS OVER $4,000,000.
J. W. ALVORD, President.
G. W. STICKNEY, Actuary.
A. M. SPERRY, General Inspector.
SAM. L. HARRIS, Manager.
JOHN J. ZUILLE, Cashier.
Send for circular.
N. B.—The usual Semi-annual Dividend at the rate of Six per cent. per annum on all sums entitled thereto will be payable on and after July 21, and if not withdrawn will be compounded.

Oriental Savings Bank,
No. 430 GRAND-ST., BETWEEN ATTORNEY AND RIDGE STS.
OPEN DAILY from 10 to 3, and MONDAY and SATURDAY EVENINGS from 5 to 8.
A DIVIDEND at the rate of SIX PER CENT. will be declared July 1 on all sums of $5 and over which shall then have remained on deposit one or more months. DEPOSITS now, or at any time before July 21, will DRAW INTEREST from July 1.

Broadway Savings Institution,
NO. 237 BROADWAY, entrance on Park-place.
Interest on deposits entitled thereto, for the six months ending June 30, at the rate of SIX PER CENT. PER ANNUM, on all sums of $5 and upward, will be paid on and after MONDAY, July 21.
FRANCIS P. SCHOALS, President.
WADE B. WORRALL, Sec. PETER CUMMING, Actuary.

METROPOLITAN SAVINGS BANK,
NOS. 1 AND 3 3D-AV.
FORTIETH DIVIDEND.
The usual Semi-annual Interest, at the rate of Six per Cent. per annum, will be paid to depositors on or after July 16, on all sums entitled thereto; or, if not withdrawn, will be added to the account, and will draw interest from July 1, as a deposit of that day.
Deposits made on or before the 19th of July, draw interest from July 1.
By order of the Board of Trustees.
ISAAC T. SMITH, President.
T. W. LILLIE, Secretary.

ATLANTIC SAVINGS BANK.
CHATHAM-SQUARE, June 20, 1873.
The Trustees of this bank have declared a SEMI ANNUAL DIVIDEND at the rate of SIX PER CENT. on all deposits entitled thereto, payable on and after July 21.
HARRISON HALL, President.
JOSEPH P. COOPER, Sec. C. D. BAILEY, Treas.
☞ *Money deposited here on or before July 20 will draw interest as from July 1.*

NORTH RIVER SAVINGS BANK,
Corner 8th-av. and West 34th-st.
DIVIDEND.—A SEMI-ANNUAL DIVIDEND, at the rate of SIX PENT CENT. per annum, on all sums from $5 to $5,000, will be paid on and after July 21, 1873.
MONEY DEPOSITED on or before the 20th of July will draw INTEREST from July 1.
BANK open daily from 10 A. M. to 3 P. M. Also on MONDAY, WEDNESDAY, and SATURDAY EVENINGS from 6 to 8 o'clock. JOHN HOOPER, President.
JAMES O. BENNETT, Secretary.

MECHANICS' AND TRADERS' SAVINGS INSTITUTION,
NO. 283 BOWERY, NEAR HOUSTON-ST.
INTEREST.—A Semi-annual Dividend of SIX per Cent. per annum will be credited JULY 1 on all sums entitled thereto for the six months and three months ending June 30, payable on and after July 21. Dividends not withdrawn will be entitled to interest as a deposit.
Money deposited on or before July 21 will draw interest from July 1." Open daily from 10 A. M. to 3 P. M., and on Mondays and Wednesdays from 10 A. M. to 7 P. M.
ALFRED T. CONKLIN, President.
HENRY C. FISHER, Secretary.

MUTUAL BENEFIT SAVINGS BANK,
SUN BUILDING, NO. 166 NASSAU-ST., NEW-YORK.
DIVIDEND.—A Semi-annual Dividend at the rate of Six per Cent. per annum on all sums of $5 and upward, which have been on deposit one or more months next previous to July 1, will be paid on and after July 21, 1873.
INTEREST not called for will remain as principal, and draw interest from July 1.
BANK OPEN daily from 10 to 3; also Monday and Saturday evenings from 4:30 to 6:30 o'clock.
INTEREST commences on the first of every month following the deposit.
CHARLES K. GRAHAM, President.
G. H. BENEDICT, Secretary.

GERMAN UP-TOWN SAVINGS BANK,
Nos. 906 and 908 3d-av., corner of 55th-st.
MONEY DEPOSITED on or before SATURDAY, July 19, will draw interest from the 1st of July, at the rate of SIX PER CENT. per annum, on all sums from $1 to $5,000.
Bank open daily from 10 A. M. to 3 P. M., and on MONDAYS, WEDNESDAYS, and SATURDAYS also, from 6 to 8 in the evening.
CHRISTIAN SCHWARTZ, President.
CHAS. SCHAFFNER, Secretary and Treasurer.

EQUITABLE SAVINGS INSTITUTION,
No. 170 6th-av., corner of 12th-st.
MONEY DEPOSITED ON OR BEFORE JULY 19 WILL DRAW INTEREST FROM JULY 1.
BANK OPEN EVERY DAY FROM 8 A. M. TO 8 P. M.
Interest begins the FIRST OF EACH MONTH.
JOHN P. WHITE, President.
FLOYD CLARKSON, Secretary.

PEOPLE'S SAVINGS BANK.
Third-av., corner of 23d-st. The usual Semi-annual Interest, at the rate of Six per Cent. per annum, on all sums entitled thereto on the 1st of July, will be paid on and after July 20. All money deposited on or before July 20 will draw interest from July 1.
FRED'K OLMSTEAD, President.
CHARLES T. RODGERS, M. D., Secretary.

THIRD-AVENUE SAVINGS BANK,
corner 26th-st. SIX PER CENT. INTEREST PAID. Deposits on or before July 20 draw interest from July 1. Semi-annual Dividend at the rate of Six per Cent. per annum, payable on and after July 21.

CLINTON SAVINGS BANK, NO. 244 8TH-AV. —A semi-annual dividend, at the rate of six per cent. per annum, will be payable on and after the third Monday in July. Deposits made on or before the 21st of July date from the 1st of July. JOHN MILDEBERGER, President; ORLANDO F. SMITH, Secretary.

NEW-YORK SAVINGS BANK, 8TH-AV., COR. ner 14th-st.—SIX PER CENT. INTEREST paid on all sums from $5 to $5,000; deposits made on or before July 20 will draw interest from July 1.
Assets, $3,135,566 63. Surplus, $238,442 49.
R. H. BULL, President.
C. W. BRINCKERHOFF, Secretary.

TRADES' SAVINGS BANK, No. 275 WEST 23D-ST.
SEVEN PER CENT. DIVIDEND PAYABLE. Coupon quarterly interest-bearing certificates issued, equal in safety to Registered Bonds. Deposits now draw interest from July 1.

BANKRUPT NOTICES.

IN BANKRUPTCY.—IN THE DISTRICT COURT of the United States for the Southern District of New-York.—In the matter of WILLIAM L. VAN DERZEE, bankrupt.—Notice is hereby given that a petition has been filed in said Court by William L. Van Derzee, in said district, duly declared a bankrupt under the act of Congress of March 2, 1867, for a discharge and certificate thereof from all his debts, and other claims provable under said act, and that the 29th day of July, 1873, at 12 o'clock M., at the office of John Fitch, Esq., Register in Bankruptcy, No. 345 Broadway, New-York, is assigned for the hearing of the same, when and where all creditors who have proved their debts, and other persons in interest, may attend, and show cause, if any they have, why the prayer of the said petition should not be granted.—Dated, New-York, on the 27th day of June, 1873. GEO. F. BETTS, Clerk.
je28-law3wS*

IN THE DISTRICT COURT OF THE UNITED States, for the Southern District of New-York.—In the matter of JAMES DOWLING, Bankrupt.—In Bankruptcy, before John Fitch, Register.—To whom it may concern. The undersigned hereby gives notice of his appointment as assignee of the estate of James Dowling, of New-York, in the County of New-York, and State of New-York, within said district, who has been adjudged bankrupt upon creditors' petition by the District Court of said district.—Dated at New-York City, the 11th day of July, A. D. 1873.
jy12-law3wS* MICHAEL P. BRESLIN, Assignee.

IN THE DISTRICT COURT OF THE UNITED States, for the Southern District of New-York.—In the matter of THOMAS LACEY, Bankrupt.—At Hudson, N.Y., the 10th day of July, A.D. 1873. The undersigned hereby gives notice of his appointment as assignee of Thomas Lacey, of New Baltimore, in the County of Greene, and State of New-York within said district, who has been adjudged a bankrupt upon a creditor's petition, by the District Court of said district.
jy12-law3wS* WILLIAM F. FREEMAN, Assignee.

PUBLIC NOTICES.

BOARD OF SUPERVISORS, NEW-YORK COUNTY, COURT-HOUSE, JULY 7, 1873.

THE COMMITTEE ON PRINTING AND Stationery of the Board of Supervisors hereby caution all printers and stationers from performing any work or supplying any article unless the requisition for the same has been made to the said Committee and signed and authorized by a majority of the same. No bill will be audited by the Board unless these requirements are strictly complied with.

Supervisor GEORGE KOCH,
Supervisor S. V. R. COOPER,
Supervisor JOHN REILLY,
Supervisor JOHN J. MORRIS,
Supervisor RICHARD FLANAGAN,
Committee on Printing and Stationery.

COPARTNERSHIP NOTICES.

No. 7 NEW-ST., NEW-YORK, July 1, 1873.
MR. JAMES FRANCIS IS ADMITTED TO MEMbership in our firm from this date.
TRASK & STONE.

HELP WANTED.

WANTED.—COMMERCIAL AGENT.—ANY AGENT who is traveling and selling ladies' furnishing goods, fancy goods, notions, millinery, or small wares of any kind, can double his sales and profits by applying at once to E. M. C., Room 2, Studio Building, Boston, Mass.

WANTED—ASSISTANT ENTRY CLERK, BY A commission dry-goods house; must be a first-class penman, quick and correct at figures, and give best of references; salary $15 per week. Address, with references, F. P., Box No. 5,071 New-York Post-office.

WANTED.—A FIRST-CLASS CORRESPONDENT, competent from a thorough knowledge of general business; to such a good position and pay can be offered. Apply by letter to A. T. STEWART, Broadway and Chambers-st.

The New-York Times.
NEW-YORK, SATURDAY, JULY 12, 1873.

AMUSEMENTS THIS EVENING.

WALLACK'S THEATRE.—Mimi—Mr. Dion Boucicault, Miss Katharine Rogers, Miss Effie Germon.

OLYMPIC THEATRE.—Cigarette, the Little Leopard of France—Miss Amy Stone. Matinee at 2.

WOOD'S MUSEUM.—Dramatic Performance and Curiosities—Afternoon and evening.

CENTRAL PARK GARDEN.—Summer Night's Concert by Theo. Thomas' Orchestra.

METROPOLITAN MUSEUM OF ART.—The Di Cesnola collection from Cyprus.

THE NEW-YORK TIMES.

THE NEW-YORK TIMES is the best daily family paper published; it contains the latest news and correspondence; all objectionable advertisements are rigidly excluded; and it has a constantly increasing circulation among the most respectable classes of the community.

TERMS TO MAIL SUBSCRIBERS.

The Daily Times, per annum, including the Sunday Edition....$12
The Daily Times, per annum, exclusive of the Sunday Edition....10
The Sunday Edition, per annum....2
The European Edition, per annum, postage extra....3
The Semi-Weekly Times, per annum....3
The Weekly Times, per annum....2

Club rates of The Weekly—all to one Post-office address—Five copies, per annum, $7 50; Ten copies, per annum, $12 50; Twenty copies, per annum, $22; Thirty copies, per annum, $30, and One extra copy to each Club. For every club of fifty, one copy of The Semi-Weekly Times to the getter-up of the club.

When the names of subscribers are required to be written upon each paper of the club at one post-office address, ten cents for each copy additional to the above rates.

Club rates of The Semi-Weekly Times: Two copies, one year, $5; ten copies, one year, $25—and one extra copy free. New names may be added to clubs at any time during the year, at club rates.

The Semi-Weekly and Weekly mailed one year to clergymen at the lowest rates.

These prices are invariable. Remit in drafts on New-York or Post-office Money Orders, if possible, and where neither of these can be procured send the money in a *registered* letter.

Terms, cash in advance.

THE NEW-YORK TIMES,
New-York City.

Families or other subscribers leaving the City for the Summer can have THE TIMES *mailed to their address at $1 per month.*

NOTICE.

We cannot notice anonymous communications. In all cases we require the writer's name and address, not for publication, but as a guarantee of good faith.

We cannot, under any circumstances, return rejected communications, nor can we undertake to preserve manuscripts.

TO ADVERTISERS.

☞ For the accommodation of up-town residents, advertisements for insertion in THE TIMES will be received at No. 54 West 32d-st., junction of Broadway and 6th-av.; No. 308 West 23d-st., opposite Grand Opera-house, at same rates as are charged at office of publication.

It is a great misfortune that the Tammany Police Justices remain in office, but there is something ludicrous in the present attitude of the Mayor and the Aldermen. Neither will budge an inch. The Mayor for the first time is confronted with an obstinacy equal to his own. This is saying a great deal, and we only wish his efforts to secure the appointment of MATSELL had been resisted in the same spirit. Some of the Police Justices are good—some bad. In the Board of Aldermen there is the "Dutch" element, upon which the Mayor specially plumes himself, and he has the opportunity of seeing how it looks to outsiders. Two mules are pulling away at each other, and it is an open question which will win. After MATSELL's appointment, it is impossible to take the Mayor's side with any earnestness. If he thinks the publisher of an obscene print is fit to be Superintendent of Police, we can only give him up as a hopeless case, and regret the waste of time which was involved in his election.

The procession of police, by which it is now customary to celebrate the 12th of July, in this City, will take place to-day. Owing to an alleged lack of interest on the part of the Catholic Irishmen of the community, the military parade which has previously formed so interesting a feature of the occasion, will be dispensed with. Those of our rural readers who are in the habit of "going to processions," and who care to come to town, will find the route fixed upon by the police authorities, in another column. If they arrive early, and succeed in finding a good point of observation, sufficiently above the average level of policemen's heads, they may catch sight of the few Orangemen who are foolish enough to take this method of perpetuating the memories of a struggle whose most appreciative admirers are certainly not those who wear colored ribbons in its honor.

A clearing up of the mystery of the Goodrich murder suggests some commonplace but instructive reflections. One is, that the Brooklyn detective force must be the stupidest set of men who are anywhere similarly employed. Their persistent adhesion to the theory of suicide in the Goodrich case was bad enough, but their failure to lay hold of the woman known as KATE STODDARD, though she has lived right under their noses, and without any concealment, for the last three months, is a very sufficient argument to prove their entire uselessness. As to the crime itself, it was but the natural close of an immoral connection which began with a "personal" advertisement, passed through the intermediate stage of child-murder, and will probably find its sequel on the gallows. The newspapers who take the unclean fees of the libertine and the abortionist, will, no doubt, be among the foremost to clamor for the conviction of the woman whom they helped to ruin. The death of CHARLES GOODRICH by the hand of his mistress has many counterparts in the past history of crime, and may have many more in the future. Neither the contempt nor disgrace which attends such a death may be enough to deter men from sacrificing decency, morality, and pity in the pursuit of passion. But surely the thought of the crushed and wretched wreck of womanhood who has confessed that in a fit of frenzied jealousy she killed CHARLES GOODRICH, ought to serve to convince those of her sex who have like temptations, that honest work, however hard, has no abyss of wretchedness so deep as that which begins with irregularly formed attachments, and ends in the desertion that provokes revenge.

There is not too much room in Broadway for carriage traffic at any time, but the drivers of the stages seem determined to make the thoroughfare impassable for any but their own vehicles. They "yaw" all across the thoroughfare from side to side, and knowing that they have little to fear from collision with lighter carriages, they run against everything they see, and combine the worst driving in the world, with the greatest insolence and brutality. Then they are always racing with each other, and endangering the lives of passengers. The police look on with perfect indifference. Is it not time that a few arrests of stage-drivers were made? The police would do their duty if they were ordered, but it seems to be no one's business to interfere in a matter so seriously affecting the safety and convenience of the public.

The trial of the Modocs is closed, and dispatches from San Francisco say that the evidence was very complete against the accused, and that there is very little doubt of the finding of the Court-martial. We presume not. In point of fact the military trial was hardly more than a form. It was necessary to impress upon the redskins in some way that justice was to be dealt out to them in substantially the way which would be adopted toward white combatants guilty of a similar atrocity. That point was gained by a court-martial as easily as it could be by any other means. What is most noteworthy in the case is, that the fate of the Modoc murderers has become a matter of comparative indifference to the public. It is, indeed, doubtful whether their execution will not excite among a certain class a kind of mild sympathy.

ROMANISM AND EDUCATION.

The present position of the Roman Catholic Church is one that must be somewhat alarming to the hierarchy of that ancient, if not in all respects venerable, institution. To be sure, in semi-infidel France and in ignorant and bigoted Spain, they still have much of their old power, at least among all those who are willing to submit to it—that is, among their own people; but in the countries which are showing new strength and progressive power, in the great Teutonic confederation which owns the sway of BISMARCK, and in the regenerated Kingdom of Italy, its cradle and its home of fifteen centuries, the Roman Catholic Church is faring hardly. In both these countries Papacy has been attacked on the side of education; that side on which if unassailed it is strongest, if assailed wisely, the weakest. The Jesuits who, since their establishment, have been the life-guard, at times the forlorn hope, and always the prætorians of the Papacy, have been expelled from Germany and placed under restraint in Italy. The influence of this strong and, apparently, successful movement against the Jesuits can hardly be overrated. For although Jesuitism and Roman Catholicism are not the same, still the former is such a concentration of the active principle of the latter, that if it could be suppressed, and its formative educational power in the Church extinguished, the Papacy would ere long lose the more pronounced traits which exclude it from Protestant sympathy and respect, and which are in constant and irreconcilable discord with the rational and independent spirit of the age.

But in Germany the absolutely controlling power of the Government (which is absolute not only because of its form, but because it really represents the will and the power of the whole people) is not satisfied with the expulsion of the great educating society of the Roman Church. Its measures, as those of our readers who are intimately concerned in the question already know, are such that hereafter it will be impossible for that Church either to educate its priests in Germany, after its old fashion, or to send priests so educated elsewhere into Germany. This great end is attained by a measure which is imbued with no spirit of persecution, and which applies to religious functionaries of all denominations alike. It merely requires that all ministers or priests shall be German subjects, and that they shall receive a thorough education; first a general education in a gymnasium, and then for three years a theological education in a German university, or a seminary under State control. Seminaries for boys, conducted by clergymen, are put in the way of certain and rapid extinction. None are suppressed, but no new ones are to be established, nor are those now existing to receive any new pupils. The measure recognizes the necessity for clergymen, and also the necessity of the instruction of clergymen in theology. It puts no restraint upon religious liberty. It merely insists that all clergymen in Germany shall be Germans who have been thoroughly educated according to the standard of knowledge of the day. If, after that discipline, they choose to preach Bhuddism, and, so long as they do not violate the civil law or attempt to remove their proselytes out of its reach, they may do so with entire freedom.

To Protestants in America and in England who have not particularly considered this subject, nothing of hardship will appear in these provisions, and little which should be regarded with surprise or with fear by any religious sect. Their clergymen, being men like themselves, educated side by side in the same schools and colleges with destined members of the other learned professions, the new measure in Prussia will appear to them only a provision which insures high and liberal culture to a body of men who, above all others, should have such training. But to Ultramontane Romanism, such training is death. It is for no such education that the Roman Church owes so much to the Jesuits. It is no such clergy as would be formed under this system that the Roman Church desires, and has hitherto in all countries possessed. The Church of Rome must have a priesthood set apart, trained from youth upward in its own way, bent to its own needs, imbued only with its own doctrines, informed only with its own spirit—a priesthood in which the individual and the citizen are entirely subordinated to the ecclesiastical hierarchy of which each individual feels that he is but a member. Such a priesthood it can no longer have in Germany, and, strange as it may seem, such a priesthood it may ere long cease to be able to train in Italy. The absolute freedom in religious affairs accorded to the American citizen and the British subject permits the education which is beginning to be impossible in Continental Europe; and it is by no means improbable, considering the political prospects in France and in Spain, that before many years have passed, the education and professional training hitherto deemed essential to the Roman priesthood will be practicable only in the two great Protestant countries of the world.

But Rome, never cast down, always willing and always able to wait, has one strange ground of hope for the modification of the Prussian ecclesiastical laws. It is, that while she is, as she ever has been, united and aggressive, Protestantism is disunited and weakly yielding. Rome never yields anything to her foes, but she is always ready to unite with them temporarily for her own never-changing purposes, and she always protects her friends. She has what the Protestants lack, "solidarity." Naturally she has this, and they lack it; for the cardinal principle of Romanism is submission, and that of Protestantism is individual independence of thought and action. But the experience of centuries has not taught Protestants to unite as they could—firmly, although with some temporary sacrifice of independence—against her; while her experience through longer centuries has confirmed her in her determination always to protect and support the members of her own communion against all others. This peculiarity of her discipline and policy is one that will ere long demand the most careful consideration in this country, and perhaps even in England. It may be made the fulcrum of a political leverage that will move the world. But to return to Prussia. As the new ecclesiastical law applies to all religious denominations alike, and touches some of the Protestants in a way that frets them, it would seem that they, unwilling to make a temporary sacrifice, and to countenance each other in submission until Romanism is crowded out of Germany by liberal education, may unite with the Romanists, or be used like cat's-paws by them in an effort for the repeal of the law. If they are successful in this attempt, the Romanists only will profit. But the probability is that Bismarck, New-Germany, and the rational spirit of the age, will be too strong for any such movement.

REFORMERS AND THE LOCAL ELECTION.

The rank and file of Tammany Hall are exceedingly jubilant over their chances of electing their candidates for local office in November. It may turn out that this confidence is as premature as their usual boast about "sweeping the State." It would be well, however, for Reformers of all shades of opinion to look at the situation with a full recognition of the danger there is that the dregs of the Democratic Party are again coming to the surface. Before honest Democrats make up their minds that Tammany Hall can be safely trusted again, they ought to consider carefully what are the obvious tendencies of that organization. Before the Republicans forget, in petty ward squabbles, the risk which attends the drawing again of strict party lines in local contests, they ought to reflect on the momentous consequences to the City of New-York which depend upon their action in the immediate future. While the Committee of Seventy is discussing the question of reorganization, its members might fitly consider what is likely to be the cost of their preference of narrow self-interest and personal ambition to the imperative demands of public welfare.

If Tammany Hall obtains a triumph in November, it will only be because of the apathy or errors of judgment of the great mass of respectable citizens who have a vital interest in seeing this City well governed. Who are the people that are waiting and watching for a Tammany victory? Indicted plunderers of the City like TWEED, CONNOLLY, GENET, COMAN, INGERSOLL, and a score of their fellows, around whom the meshes of the law are slowly but surely closing. Bankrupt newspapers, which can only be saved from extinction by being subsidized out of the public treasury again. All the disreputable crowd of Ward politicians who have had to pawn their diamonds, forego the orgies of the Americus Club, and live more meanly, if not more cleanly, than they have done for years. Every contractor who has a fraudulent claim against the City looks to the resurrection of Tammany as his last hope; Ring stationers, with their bills for a million or two of dollars, and officials like Sheriff BRENNAN, who have been kept down strictly to their legitimate share of public money, are giving up their time and their means to prepare for the triumph of the political organization that will unloose the City purse-strings for them once more.

Tammany has taken no pains to conceal its intentions in regard to the City Government. Its leaders have listened with approval while BRENNAN's mouth-piece assailed the policy and maligned the character of the man who holds the forged warrants of the Ring in as sure custody as the money of the tax-payers. To the same influence is due the unprecedented outrage of one public officer laying a trap by which he hoped to secure for another a night's imprisonment in Ludlow-street Jail. Erie, in its worst days, never showed more cowardly or brutal malice than that which Sheriff BRENNAN displayed the other day in effecting the arrest of Controller GREEN. And in open defiance of the law, which prescribes the serving of a ten days' notice after any judgment has been obtained against the City, the process of sensational seizures of City property and petty annoyance of the custodians of City money, is being repeated at every convenient opportunity. These are some of the evidences of the esteem in which Tammany Hall holds the policy of retrenchment and reform, and of the impatience which its master-spirit, BRENNAN, displays under a rule which demands some equivalent in work for the corresponding wages.

Gov. DIX has saved the City Treasury from being broken into by the burglar's jimmy of corrupt or hasty legislation at Albany; Controller GREEN keeps expenditures within their legitimate channels in New-York; Attorney General BARLOW has thrown all the influence of his position into the prosecution of the Ring thieves, and District Attorney PHELPS is making New-York a very hot place for criminals of all grades. If reform had done nothing more than place these men in office it would have repaid all the effort which has been enlisted on its side. It will be the task of Tammany this Fall to neutralize the influence of these officials in the affairs of this City. To defeat the attempt to elect a majority in the Tammany interest sufficient to override the Executive veto, we may safely trust to the voters in the interior of the State. But the City must bestir itself to prevent the possibility of New-York State being cursed once more with a supple and servile Attorney General, and to prevent the work of the District Attorney from being defeated by juries packed under the supervision of a Tammany Commissioner allied with a Tammany Sheriff and County Clerk. There are scores of holders of fraudulent claims of old date, and a continuous crop of holders of new ones of doubtful validity, against all of whom the City must be protected by able and upright Judges, as well as by an honest and resolute Controller. Tammany knows the advantage of having its nominees on the Bench; but the honest voters of the City have too vivid a recollection of the cost of that form of political ascendency to look with complacency on the prospect of its revival.

But while Tammany is united and confident, where are the elements of a well-disciplined and harmonious movement on the part of local Reformers? We must first see reinstated in a position of influence the non-partisan organization of influential citizens who ought to lead such a movement. This is a definite preliminary of action, on which every friend of Reform should steadfastly insist. The interests at stake are too important to admit of any further trifling with public confidence in this matter. We believe that the Committee of Seventy contains enough good men to save it from the fate of the Citizens' Association. If it allows itself to be used, like its prototype, to prepare for the triumph of a new Ring, it had better not have existed at all.

THE JUDICIARY AND THE PARDONING POWER.

Whatever changes the New-Jersey Constitutional Commission may recommend in the organic law of that State, it seems very improbable that they will interfere either with the present arrangement of the pardoning power, or with the nomination of the Judiciary by the Governor and its confirmation by the Senate. Notwithstanding recent resignations and appointments, the legal profession is still fully represented upon the commission; and a New-Jersey lawyer, as everybody knows, holds fast to that which is good, and is impatient of change for its own sake. The persistence with which the old Chancery practice has been retained is one proof of this. The pardoning power is now conferred upon a Court of Pardons, and not lodged in the Governor alone, as in our own State. We must do Jerseymen the justice to say that they have a healthy horror of crime; and in these lax days, when "deliberation and premeditation" are required by the law of their great neighbor to convict of murder in the first degree, they are not likely to relax any of their present safeguards against misplaced clemency. Jerseymen are glad to get all the overflow of New-York that they can entice under promise of low taxation; but they mean to make it very hot for our criminal classes. New-Jersey has had for years a series of Chief Magistrates of ability and blameless repute; and yet she has never cared to subject them to the pressure which the friends of criminals, especially those who have incurred the death penalty, would inflict upon them.

It may be a question whether our own system of pardoning does not smack of the royal prerogative. Neither King nor Governor is obliged to give reasons for the exercise of clemency. A Court of Pardons occupies a different position. When it does interfere it is anxious to assign a reason for its course which will be satisfactory to the public. Broad equity rather than personal pressure is apt to sway it. One thing, at least, seems very certain: that where the pardoning power is reposed in the hands of the Executive, imprisonment for life means little more practically than for a slight term of years. Hardly have the recollections of a bloody homicide been dismissed by a more recent brutality, than the friends of the criminal begin to undermine the firmness of the Executive by an unopposed pressure. The Pennsylvania Constitutional Convention recently yielded to the force of this reasoning, and have agreed upon a Court of Pardons consisting of the executive heads of departments. As this convention did its work with the greatest care, their act will not be without its weight in neighboring New-Jersey, which has besides realized by experience how well the plan works.

But Jerseymen appear to be even more unanimous in sustaining their present appointed judiciary. They insist that it has worked admirably, and that an additional proof of its excellence was given in the nomination by Gov. PARKER of the tried judges whose terms had expired, irrespective of politics, and their confirmation by the Senate. The New-Jersey Press uniformly speak well of the Bench, and the inference is that the latter deserve it; and our neighbor may well congratulate herself upon her administration of justice, which, although slow, (that is in civil matters—it is rapid enough where crime is concerned,) has the element of certainty about it. The judges are as far removed as possible from the atmosphere of politics, or from personal obligation to politicians for their places, and are, therefore, independent of them. The people of the State have always manifested rare self-restraint in this matter. They have made the judiciary, which interprets the Constitution and enforces the laws, as independent as possible, and thereby they have shown their strongest title to self-government. They are not now likely to deprive themselves of the benefits of their sagacity.

REWARDS FOR THINKERS.

Sir ROBERT WALPOLE, who regarded the whole body of literary men with profound contempt, would have been charmed had he lived to see the fate of a motion made in the British House of Lords, the other day. It was brought forward on June 27, by Lord STANHOPE, and was in behalf of an address to the Queen, praying for the institution of an Order of Merit to be bestowed in recognition of eminent desert in science, literature, and art. Lord STANHOPE observed, in presenting his motion, that England was the only one of the Great Powers of Europe that had not taken some step in this direction. Nearly all the famous decorations of the leading countries are freely bestowed on persons who have achieved distinction in the walks named. In England, on the contrary, the chief knightly orders are religiously guarded from all but certain privileged classes. The Garter, for instance, is confined almost exclusively to peers. Some commoners have had it, such as CASTLEREAGH and WALPOLE, and it was refused by PITT and PEEL. On the whole, however, these cases must be called highly exceptional and the same is true of the Scotch Order of the Thistle, and the Irish Order of St. Patrick. But on the Continent, the admission of persons distinguished in letters and art to orders of parallel rank is frequent, and held a matter of course. Lord STANHOPE considers that the continental practice is in advance of that of England in point of civilization; and hence his well-meant effort to obviate the distinction. His motion, however, was lost, and great is the hubbub and sharp the differences of opinion expressed in consequence.

The Administration, whose spokesman was Lord GRANVILLE, opposed the motion, not on the score of principle, but of practical difficulty in carrying the intended measure into effect. It was pointed out that, under despotic or absolute governments, where such appointments or honors were arbitrarily conferred, the matter was comparatively easy; but that, in a constitutional country, and one governed very much by the force of public opinion, it was far otherwise. There is no doubt truth in this, and also in the statement that such honors are apt to diminish in value as time goes on. Whoever has gone into a Parisian restaurant, and seen every fourth man sporting the red ribbon of the Legion of Honor realizes this, and the illustration is quite to the point. But, further than this, it is to be said that, with the spread of education, both the need and the significance of orders and ribbons from privileged hands becomes proportionally less. Would knighthood have gained more esteem for THACKERAY, or the order of the Bath extended the fame of DICKENS? Were the novels of Lord LYTTON more read or liked than those of EDWARD BULWER? Are STUART MILL, BUCKLE, or HERBERT SPENCER less thought of for having no titles? Do we not all rather rejoice to hear that a man like HALLAM refused a baronetcy, and DISRAELI a peerage? Again, it may be pertinently asked, does literary, or scientific, or artistic achievement suffer, on the whole, in the absence of the suggested rewards? If so, we certainly fail to see the practical evidence of it; for a comparison of the persons now living, eminent in the departments named, who are inhabitants respectively of countries where such incentives are bestowed, and where they are withheld, is quite conclusive on the subject.

So far as this country is concerned, we should be glad to see a National Academy, not so much because of the honor membership might confer on individuals, as because of the general good the attrition and concentration of ideas incident to such an association might reasonably be expected to subserve. Few Americans would care to hear about Sir RALPH WALDO EMERSON, or Sir LOUIS AGASSIZ, or Sir HENRY LONGFELLOW, or would believe much good would be likely to flow for science or letters from those talismanic sounds. But the association of these and other eminent names in a common body, having a national pride to respect and sustain as well as the interest of their respective specialties, would certainly be suggestive of profit. In the time of Sir HORACE WALPOLE, stars, and ribbons, and titular distinctions might well be useful to convince the mass that the wearer possessed talents they were otherwise unable to understand; but boasts of modern civilization are idle indeed if such empty baubles can add a leaf to the chaplet won in those most honorable fields of human exertion, wherein to gain renown is to be at once a leader and a benefactor of the race.

SCIENTIFIC METEOROLOGY.

It has struck a certain M. BABINET that of all things desired by the majority of the human race, none is more estimable than "eternal Summer." If a man is a benefactor to his race who makes two blades of grass grow where but one grew before, what shall be said of a wizard who dresses nature in perennial verdure? Such has been the design of M. BABINET, and we hasten to set forth the bold yet simple means by which he proposes to carry it out. The climatic influence of the Gulf Stream has long been observed, and it is by its potent instrumentality that our *savant* intends to consummate his project. The west of Europe is the region he means to benefit, and the way it is to be done is as follows: First, a submarine dike is to be constructed, below the last of the Cape de Verde Islands, the effect of which will be to concentrate the calorific influence of the Gulf Stream on Spain, France, and the British Islands. The dike, we are assured, need be no more than six kilometres in length, and, as a certain bulk of solid material must be used on the sea bottom, it is proposed to dig up one of the smaller Cape de Verde Islands and to pitch it in for the purpose. Thus, the favored countries named will be quite sure to be warm enough all the year round. But this, obviously, will not be enough to secure their felicity. *We* are warm enough, as a rule, at this time of year, in all conscience; but there are other sources of pleasure than can be gathered from the rays of a vertical sun, or from any artificial substitute. To be entirely happy, in the meteorological sense, to heat we must add moisture.

This, by a stroke of what we must call genius, M. BABINET has contrived to do—at least he proposes to do it, which is the very next thing to performance, and must, in any case, precede it. It is well known that every year a fleet of polar icebergs take a cruise southward and get stranded on the banks of Newfoundland. These frigid exotics then pay the penalty of their enterprise by being melted up and saturating the air with moisture. In the end this moisture is, in a considerable measure, deposited on the European Continent in rain, snow, and hail. Now this is a proceeding of nature with which M. BABINET proposes to interfere, or, rather, to regulate as a co-operative element toward his beneficent design. When the annual iceberg fleet comes sailing down the Summer seas, a watch is to be kept in the neighborhood, and notice of the proximity of the monsters to be duly given, by telegraph, at the central Meteorological Bureau. At the right time, five or six steam-ships of the class of the *Great Eastern* are to dart forth, and seize, one after another, the most available of the icebergs, and swiftly tow them to places where they will best serve the contemplated purpose. For example, in a "dry spell," such as we now have, a fleet of icebergs might judiciously be moored, clear of the ship channel, of course, just outside the Narrows; the effect in the atmosphere and on vegetation would be speedily apparent. Sometimes, however, as happened a few years ago, we are afflicted with excessive wet; this, no doubt, is attributable to too much iceberg in the neighborhood; and in such a case the steam-ships would adopt a contrary course, and tow the obnoxious strangers to an anchorage less objectionable. By this neat device, M. BABINET intends to gain for the lands blessed with his partiality that blending of Summer skies with occasional genial showers which constitutes the most delicious of climates, and which is most conducive to cheerfulness and longevity.

The double strategy of M. BABINET commands our highest admiration, and we never heard of a scheme for, so to say, putting a hook through the nose of mother nature and leading her about in so effectual a manner. With much diffidence and respect, however, we are constrained to offer one or two trifling objections. The comfort of the inhabitants of this part of the world is doubtless of secondary importance to their fellow-beings in Europe, but is of some moment to themselves. Now, if all the icebergs are towed away to keep people moist and cool on the Seine or Thames, it may happen as a consequence that we of the Atlantic States will never get rain at all, a contingency to which we have lately been so unpleasantly near as to render closer proximity very undesirable. Besides, if the Gulf Stream, which, after all, is really an American product, and ought to be respected as such, is to be shunted off in this fashion, who knows what effect it might have on the temperature of this side of the Atlantic? These are questions M. BABINET will do well to ask himself before he goes too far with his scheme. In the meantime, let us give him all possible credit for it, for assuredly since plans were broached for moving the North Pole and for submerging Ireland, we have heard of none at once so brilliant and so colossal, not to say so full of promise for the happiness and comfort of mankind.

NEWPORT.

LATE ARRIVALS—BELLEVUE-AVENUE AND ITS COTTAGES—EXORBITANT PRICES.

From Our Own Correspondent.

NEWPORT, R. I., Wednesday, July 9, 1873.

Our most distinguished arrival, and the latest, is Mr. Evarts. He came this evening from New-York, and I presume will remain during the rest of the season. As the Mixed Commission, provided for by the Treaty of Washington is sitting here—a very agreeable place to transact business in, by the way—he will doubtless drop in on the Commissioners, and see how they are getting along. There is the bare possibility that business connected with the Commission may have brought him here, for his Summer home is in his native State of Vermont, where his family reside. Other visitors are coming in by twos and threes—families from New-York, from Boston, Philadelphia, and a few from the South. The gay season of Newport is the month of August. All the fashionables are now at Saratoga and Long Branch; they come here about the latter part of this month. The first reception at the Ocean House takes place on Saturday. The receptions are quite important features in the social life of this place. Of course all the population of the hotel attends them, and the residents of the cottages and the visitors from other hotels come in. It is the best opportunity for seeing who is in the town, and for learning who is coming. These reunions are, of course, full-dress affairs, and all the finery in the place is displayed on such occasions. There appears to be little of this at present. The afternoon dinner is the best time for getting a general view of what there is in this hotel, and all the fashion of the town turns out for the drive in the evening. Though there are some few attractive turn-outs, the best of them have not arrived yet. A very showy four-in-hand, belonging to some New-York iron-founder, is sometimes to be seen, but most of the equipages which roll along Bellevue-avenue in the evening are family affairs, elegant enough, but having owners who have sufficient good taste not to make too loud a display.

This avenue, it may be mentioned is one of the best drives in the country. About three miles or so in length, it is lined on either side by villas and cottages bearing all the evidences of the ample wealth and refined surroundings of their occupants. Some are pretty little cottages, with honeysuckles and rose trees climbing over and shading the piazzas, others again are large mansions, screened by lofty trees, and standing in the midst of beautifully-kept grounds. In their styles of architecture there is an infinite variety. They are plain, or showy, or commodious and fantastic—all domestic styles of architecture having apparently been exhausted by the designers, in making each one different from the others. But in the neatness and elegance of their surroundings they are alike. Those on the left side, as one walks south, have long, sloping lawns, stretching away down to the rocky coast, and commanding lovely views of the sea. One of the finest belongs to August Belmont, but it is not now occupied, the family being away in Europe. The owners of others have let them, as is the custom here, to families coming from the larger cities, for the Summer; but there are more now awaiting temporary occupants of this class than during any previous season, at this time. The truth is, the prices have risen yearly till they are now so exorbitant that it is difficult to find people willing to pay them. As a consequence, many villas are now being offered for the remainder of the season at rates twenty-five and fifty per cent lower than they were a month or so ago. As in Albany the grand harvest season is the Winter, during the session of the Legislature, so in Newport the residents make pecuniary hay while the Summer sun shines its hottest, and drives out the residents of the larger cities to seek the coolness of the Atlantic breezes. Even the most well-to-do people of Newport do not disdain to give up their houses for a suitable consideration at such times. A well-furnished and well-situated villa is regarded as any other investment might be, valued for what rent it will bring in during the fashionable season. The avenue along which these villas are situated is kept in as good order as the drive in Central Park. Constant sprinkling and careful repairing keep it free from both dust and mud, and naturally it is the most fashionable drive in the city.

At the extreme south end begins Ocean-avenue, a newly-opened road, which extends for ten miles or so around the coast. The view at the junction of the two roads is extremely beautiful. A villa which commands it better than any other, standing, as it does, on the extreme verge of the rocky shore, belongs to the eccentric George Francis Train. He certainly showed uncommon good sense when he selected the site. A lovely little bay dips into the coast, on either side of which the bold and rugged rocks receive the dash of the waves rolling in from the ocean. A long semicircular stretch of smooth sand forms the back of the bay, and when I looked upon it this morning the beach was dotted with bathers, but only a few, as the popular bathing place is nearer the town. On the south side of the bay is the Spouting Rock—a caverned fissure in the rocks into which the waves rush with a booming, hollow sound, breaking into seething spray with strange noises, as if they were choked by the narrow walls. In times of high wind and heavy sea, the spray spouts up through a natural opening in the rocks above; but it is rare that the weather is so violent at this season of the year for this to happen. Beyond this bay is another as beautiful as the former. A wide plain of blue sea dashing in silver spray against the red-brown rocks which fringed it, a smooth sandy beach, and a background of green undulating hills, diversified by jutting fragments of lichen-stained rock, and scattered villas peeping above their shade-trees, these were the features of the picture. It was noticeable, however, that except where artificially planted, no trees grew on this coast. A couple of centuries of cultivation have made the barren soil yield its annual crop of poor grass, and art of late years has come in to hide its sterility under green lawns, and enliven its surface with flowers; but when one looks on this coast from the sea, and notes how stern and barren it is, except where artificial means have been used to conceal it, the thought unconsciously crosses the mind how grimly forbidding it must have appeared to those early settlers who sought on these iron-bound shores a refuge and a home. The years have rolled on, and the early settlers are a memory—a well-cherished record. Fashion and wealth have taken possession of their land, and there glides the yacht of a New-York millionaire, where, perhaps, floated the rude vessel which bore Roger Williams when he left Massachusetts Bay, driven forth by sectarian persecution.

LONG BRANCH.

HIGH TOLLS AND SLOW MAILS—A RACE BALL—DISTINGUISHED VISITORS.

From Our Own Correspondent.

LONG BRANCH, Friday, July 11, 1873.

The season is in full bloom, and the persons purposing to spend a week or two here had better bring a pocketful of money to defray their expenses. Everything is as costly as could be desired. Tolls and dust are high on every road leading from the beach island, and it does seem too bad to be compelled to pay for the construction and preservation of highways over which a watering-cart never passes.

While on the subject of local improvements, it is proper to suggest an earlier delivery of the mails. There is a continual growl, among hotel guests at least, because, instead of receiving their correspondence at breakfast, according to City custom, they have to wait until tea-time before they break the seals. The Post-office attachés say that the mails do not reach them before noon, and cannot conveniently be delivered for a couple of hours later. Business men talk of recommending the running of a mail-train early enough to bring epistles to the hotels before afternoon drives have begun.

Hitherto the amusements for ladies have been limited to bathing, riding, walking, music, dancing, and reading. But to these are now added crabbing, bowling, and, at the West End, whistling exercises in the corridors. The latter, it is pleasant to record, finds favor with a few only of the young misses, who affect other boyish manners not quite so reprehensible. The whistling is a novelty, if not a graceful accomplishment. Frequently during the afternoon a group of young girls may be seen seated vis-à-vis in the corridor adjoining the office practicing "dog calls," opera bouffe, and popular comic airs under the painstaking guidance of one or more young fellows. The pupils are apt and rehearse their lessons for the benefit of the public when playing croquet on the lawns morning and evening. Crabbing and bowling are very agreeable pastimes, and where it was customary to invite a lady to ride or bathe, it is now more fashionable to challenge her to a game at bowls. Crabbing is attended with a deal of pleasure, especially where a couple go out alone. The gentleman has the felicity of baiting his fair companion's hook, disengaging her captive crab, and assuaging her fears with gentle remonstrances and caresses, when awakened by the "horrid creature's" sidelong advances toward his captor's feet, after crawling out of the basket. Boats for this purpose are obtained at Pleasure Bay.

There is an idea just out which gains ground rapidly. It is that a "race ball," such as has been in vogue in England, might be gotten up at the close of the Monmouth meeting, and be a very great affair indeed. The aristocracy are fond of dancing, as may be seen nightly by the numbers "treading measures" at each of the fashionable hotels. Not only do the guests enjoy this terpsichorean wind-up to the day's pleasures, but also many young gentlemen from the surrounding villas come over to "the parlors" to snatch a few moments of bliss from the "waltz" or "square dances," as the "Roundheads" call quadrilles. By the way, these same "Roundheads" have a strong aversion to the ordinary head of hair. Their own is cropped to the skull, which, as a cynical legislator observed last night, gives them the appearance of having had their heads filed to sharpen their wits. But of that "race ball" much has been said, and it is thought a committee may be found to wait upon the stewards of the meeting in the hope of getting them interested in the matter.

Every watering-place has its peculiarity, but Long Branch has half a dozen of them. Among these are the colored waiters, who beside being very attentive to guests, are also very well dressed. It has often been a subject of wonder how persons in their humble station could afford to wear such costly apparel as they do on Sunday. In New-York, for instance, Broadway and Bleecker-street are promenaded by colored people wearing suits as expensive as any to be seen on white people on the same thoroughfares. Where do they get their money, has been asked. The question can be answered thus: Their perquisites at hotels—they are nearly all waiters—are very large. Take a Long Branch hotel, for instance. Now, I know wealthy men, who, stopping here, invariably after each meal leave a dollar under their plate for the man who waits on them. Everybody gives them something. Therefore, supposing that each waiter attends to forty persons during the day, which is not many, he picks up $6 or $7 daily beside his wages. One man told me that his watering-place services generally net him from $700 to $800—quite a respectable help toward a fair yearly income for persons in so humble a sphere. By the way, talking of tables, how nice it would be if, instead of being all one size, the tables were made to accommodate variously parties of from two to two dozen. A family might thus secure its privacy at meals, even though the dining-hall were full, and dinner-parties could be made up without any additional expense. Nothing would be required but a larger table. The bill of fare would furnish the necessary menu.

The surf is very heavy yet, and bathing continues to be dangerous. Accidents do not occur often, because the bathmen are watchful, but they are sometimes imminent. For example, two days ago, a lady was dipping and ducking in the rollers, one of which knocked her down. The undertow carried her out in an instant, and the heavy surf beat her down so that she could not recover her footing. Prone on the sands, she certainly would have drowned, for her presence of mind was gone, had not a young man plunged in and brought her ashore.

There are many well-known persons stopping here. Among them are Messrs. H. Clews, D. B. Driggs, Wade Hampton, J. H. Saville, Mr. Wilson, Chairman of the celebrated Wilson Committee, of Crédit Mobilier memory, and Jeff. Davis.

THE FOURTH EXCURSION.

A LARGE PARTY OF POOR CHILDREN GOING TO ORIENTAL GROVE TO-DAY.

To-day the fourth of the present series of excursions for poor children will take place. The number of children to go on this excursion will doubtless exceed that of any previous trip this year, therefore one of the largest barges in the harbor has been engaged to enable us to take an increased number. The danger of overcrowding will be avoided, and those who must be left behind to-day will be given tickets for the next excursion. To avoid confusion, tickets have been distributed principally to boys in the Fifth Ward, the next picnic being intended for the girls residing in that section of the City.

As was stated, yesterday, the children will assemble at 8 o'clock on the long wharf at the foot of Christopher-street, North River, where the barge Chicago will be in readiness to receive them. As soon as all that can be taken are safely embarked, the barge will pass round the water front of the City up into the Sound, and so on to Oriental Grove on Long Island. On the trip up a breakfast in the shape of buttered rolls and fresh milk will be served, and as the children march ashore at the grove they will be furnished with sandwiches and cake. The usual amusements will be afforded, with full liberty for the children to roam among the trees. Bathing for the boys will be permitted under the supervision of experienced boatmen, while the girls will enjoy the same pleasure on a retired beach, under the care of a committee of ladies. The Punch and Judy Show will perform on shore, and attract a large audience.

After the boys and girls have had a good run in the woods, they will re-embark and receive more sandwiches and lemonade. The ice-cream will be served on the homeward trip. As there is every prospect of a fine, clear day, the excursion will, no doubt, be a pleasant one.

The following additional contributions to the Fund are duly acknowledged:

S. J. Z.	$25 00
L. C. H.	20 00
J. B.	10 00
B. H.	5 00
Carrie	2 00
Sadie	1 00
Fannie	1 00
Total	$64 00
Previously recorded	$6,375 27
Aggregate of Fund	$6,439 27

CABLE TOWING ON CANALS.

BUFFALO, N. Y., July 11.—A large number of practical men and members of the Board of Trade, on the invitation of Mr. M. M. Caleb, Superintendent of the New-York Steam Cable Towing Company, took passage on the tug Clinton, this afternoon, to witness the drawing of boats by cable on the canal. At Black Rock they met the tug Caleb with five boats in tow, having an average lading of 200 tons, which was drawn at the rate of four and one-half miles per hour. All pronounce cable towing a success.

NOISY NEW-YORK.

Our great and growing City has many things of which it may be justly proud, and in many others of which it cannot be exactly proud, it may challenge comparison with older capitals. Its rapid expansion and development make our young Metropolis the marvel of "the rest of mankind," while within the Scriptural limit of one man's life our population and resources have swollen into proportions which begin to rival those of the great capitals of the world, and our luxury (unfortunately) keeps pace with theirs. We have also produced the most gigantic public plunderers that modern civilization has known. The name of Tweed will go down to posterity with that of Haussmann, and the American and French rings under the despotisms of Tammany and Napoleon share an equal immortality of infamy. But while we really have so much to boast of in our progress, we have also something to deprecate, and many things to amend.

New-York to-day may be justly described as the noisiest City in the world. In this respect it bears away the palm from all the older centres of civilization. A patient public here submits to annoyances and nuisances which no other civilized community would tolerate; and life, liberty, and the pursuit of happiness are all curtailed to line the pockets of our Vanderbilts in the higher, and of foreign vagrants in the lower, walks of extortion and oppression. Noise is King of New-York, and brain and body both are racked day and night by its never-ceasing assertions of authority.

Of course, the quiet of the country cannot be expected in a city. The necessary noises one must put up with. It is to the unnecessary ones we demur. London and Paris are both larger than New-York, yet the subdued roar of the former, or the lively hum of the latter, do not pierce ear and brain, and disturb or distress the resident like the discordant sounds which make flight to the country a necessity. From early morn to dewy eve, and from evening until after midnight, silence never settles down on this vexed City. Awakened before cock-crow by the shriek and whistle of the locomotive, and the frantic howls of the milkman and his brethren, the man and woman of Manhattan hear the voice which cried to the conscience-stricken *Macbeth* household, "Sleep no more!" Soon succeed the heavy roll of the omnibus and the rumbling of innumerable carts and wagons—not restricted here as elsewhere to particular thoroughfares—and, worse nuisance of all, the horse-cars, with rattling jar and most unmusical bells, in never-ending succession. The cries of the vendors of fruit and vegetables soon come to swell the chorus of discordant sounds, and "nature's sweet restorer" can medicine the jaded mind and body no more. About four hours of undisturbed sleep is about as much as any citizen not living in an up-town mansion on Fifth or Madison-avenue, or some of the quiet places, can securely count on. Down-town, in the business parts of the City, from 8 o'clock until late in the evening, there is no intermission of noise and confusion, no blessed "flashes of silence," such as Sydney Smith admired one evening in Macaulay's ceaseless conversation. This may, perhaps, be inseparable, to some extent, from the busy traffic and movement of so active a population. Yet measures might be adopted to modify, if not entirely abate, this nuisance. Street-paving has much to do with it, police regulations more. Every one has experienced the feeling of relief afforded by gliding noiselessly and smoothly over modern or asphalte pavements, after having been rumbled and racked over rocky ridges, and shaken almost into a jelly, with an accompaniment of superfluous profanity from encountering drivers.

Yet we can reconcile ourselves to sufferings where there is some compensation. Trade is the mighty magician who builds up the Aladdin palaces which enrich and adorn New-York. Noise is an inseparable adjunct to trade, whose foot cannot tread over flowery pathways, nor steal onward as silently as time's. Each succeeding season the visitor, for business or pleasure, to New-York, sees a new City superadded to the one he left, and marvels at the growth. As we said before, each great city has its distinctive sounds. Silence dwells only in solitudes, and many sounds are inseparable from the presence of humanity in masses. In London you listen to a muffled roar, like that of an awakened lion, in which all sounds seem toned down into one deep, growling bass. Paris sends forth a lively hum, as though from a hive of bees, busy yet musical, and singing over their work. The admirable police and street regulations of that city, under the Empire, confined most of the noise to the strictly business quarters and to certain thoroughfares. Throughout Germany instrumental overpowers vocal sound, for there, as the German poet says, all are musical. But American cities have invented and introduced an element of sound unknown before to these elder cities of the Old World. That peculiarly American invention, the horse-car, which has attained its "maximum of detestability" (as Carlyle would say) in New-York, is the most incessant noise-maker, and the most annoying. Of the convenience of the horse-car to the masses there can be no dispute; but equally indisputable is the din which accompanies its progress. A malign fate has so contrived as to bring into close conjunction one of the great central converging points of several lines with the great newspaper offices, and Park-row and Printing-house-square do not "rise up and call them blessed." If any class of men require at least comparative quiet for their work, it is the slaves of the pen and the Press, who have daily to cudgel their brains for fresh matter. Yet right under the editorial windows, night and day, in endless procession and equally unending noise, grind, groan, and rattle these conveyances. This is down-town. Now, is it much better up-town? We regret to say that a man may not leave noise behind him with his office coat when he comes home for the rest and repose so needful to recruit jaded mind and body after a hard day's work down-town.

Whatever the wrongs of Italy may have been, her sons are wreaking dire vengeance for them on our unoffending heads. The nuisance of organ-grinding in this City amounts to an infliction hard indeed to bear. Laying down the shovel and the hoe, (if they ever took up those useful implements,) the ragged regiment of Italian exiles have taken up the hurdy-gurdy, and grind out the ghosts of old tunes in hideous discordance therefrom. There are certain thoroughfares and streets in this City of which this Italian legion seems to have taken undisputed possession. Fourteenth-street is thus afflicted, and its denizens may almost wish it were under Italian jurisdiction in view of this legislation. For at present your apparition on balcony or steps, during the warm evenings, is construed by these wandering minstrels into an invitation to grind away just in front of you, filling the air with the racked ghosts of old familiar tunes, shrieking in torture under the turn of this mill. Should you remunerate the wretch, paying him to depart, he returns next evening, with two others. If you ignore and strive to turn a deaf ear to him, he vindictively and doggedly grinds away to punish you.

Blending the beggar and the ruffian in equal proportions, the elders of this class are only less troublesome than the more juvenile offenders, whose pertinacity and patience, if exerted in a better cause, would be worthy of all admiration. This is the great Summer nuisance of New-York, and if our City fathers could devise some mode of abating it, many an aching head, or chamber of sickness, or anxious mother, would rejoice over the salutary severity which kept these vagabonds within bounds, and enforced a little respite from the noise and confusion of the day.

"Music hath charms," and "want may put in its plea." But this attempt to blend the two in a shape so offensive, chills charity in the most philanthropic breast. As the dying grammarian said to the illiterate preacher, who sought to console him, "Your ungrammatical style makes even the blessings of heaven distasteful to me." So music has no more dire enemies than these discord grinders. If noise be a necessity, let some means be devised to make that necessity as endurable as possible, and let some new Bergh arise to show how "man's inhumanity to man" in this shape may be made more endurable, and less wanton, than it is to-day.

GENERAL NOTES.

An Iowa man, seventy-five years old, married last month a woman of fifty, and has been arrested for bigamy.

Mr. Alanson J. Fox, of Steuben County, has given Vassar College $6,000 to establish a perpetual scholarship.

Hood's Texas Brigade Association had a reunion at Barton's Springs, Texas, on the 27th ult. Gen. Hood was not present.

Mr. George William Curtis has gone to his Summer home in Ashfield, Mass., whither his family preceded him some weeks ago.

There is represented to be great activity in organizing Farmers' Granges in California. There are nearly 100,000 farmers in the State.

A recent enrolment shows that there has been a falling off in New-Bedford, Mass., in the number of enrolled militia, children, and dogs since last year.

A Texas Democratic paper inquires, in a long article, if the Democratic Party in Texas has any State policy, and comes to the conclusion that it has none.

A female child born in Altoona, Penn., recently, weighed only one pound, and measured eleven inches in length. It lived ten days, and its coffin was fifteen inches long and four wide.

A telegram from Jacksonville, Ill., asserts that in the rain-storm which began at midnight on the 6th, and continued until 5 o'clock the next afternoon, twelve and one-quarter inches of rain fell there.

The Rochester *Union* remarks that it has been permitted to "glance at" a half-column letter, and then proceeds to publish it in full. What would it have done if it could have had a good square look at it?

A New-Hampshire clergyman was ill last Sunday, and his wife supplied his place, conducting herself, the local paper says, with the modesty of a blushing school-girl, combined with the ease and dignity of a pulpit veteran.

Five thousand persons assembled to see a man hanged in North Carolina last week, and when they learned that his sentence had been commuted, they were loud in denunciation of the "imposition" upon themselves.

The wife of Gen. A. T. A. Torbert, our Consul General at Havana, has been presented with a silver pitcher and goblet by Mr. D. Henry Haight, of this City, for kindness shown his son while fatally ill with yellow fever at that port.

A vigilance committee is doing thorough work in Wetzel County, West Va. It has hanged one man and driven five families, who were implicated in recent robberies and outrages, out of the State, after burning their houses and destroying the improvements they had made.

The San Antonio (Texas) *Herald* complains that Western Texas is neglected by the government of the State, and her interests disregarded. And it says: "If our appeals cannot be heard without, let our watchword, our morning and evening prayer, be, 'Division of the State!'"

Casabianca has a rival in a dog recently left by his owner, a druggist, in his store in Sebec, Me. The store was burned, and the dog stood at an open door and refused, (so runs the local account,) in the absence of his master, to leave his post, although every effort was made by the bystanders to call him away.

Gen. J. F. Quimby, United States Marshal for the Northern District of this State, was badly injured by a fall in his barn, in Rochester, on Sunday afternoon last. He lay on the floor for an hour, unable to move, before he was discovered, and he will probably be confined to his house for some weeks.

Growing indebtedness and insufficient income have compelled the temporary suspension of Miami University, at Oxford, Ohio, which not long ago was a prosperous and useful institution. It is hoped to extinguish the debt with the income during the suspension, and by and by to start again with an enlarged endowment.

Boston jewelers and fancy-goods dealers threaten to publish the names of non-paying customers who live expensively and aim to move in "good society." They promise to give dates and descriptions of articles bought, and intimate that recipients will thus be enabled to know to whom they are really indebted for the presents received at weddings or holiday times.

The tone of the Southern Press in regard to the Fourth of July was, on the whole, much more gratifying than it has heretofore been since the beginning of the war. There were some exceptions, it is true, but generally there was manifested a determination not to forget that we are one country, and that the glories of '76 at least belong to the South as well as to the North.

AUBURN THEOLOGICAL SEMINARY.

The Auburn *Advertiser* expresses great pleasure that the question of the removal of the Theological Seminary has been definitely settled, and that the institution is to remain in that city. It says: "This conclusion was reached at a late hour last [Wednesday] evening in a conference between the Committee on Endowment, intrusted with all matters growing out of the offer of Hon. E. B. Morgan, and the committee having in charge the raising of $225,000 to meet the conditions of his alternative proposition to give to the Seminary the sum of $75,000. The latter committee had waited on Col. Morgan at Aurora to inform him that the required amount had been secured. The interview was a very pleasant one, in which the Colonel gracefully congratulated the committee on the success of their efforts, saying that while he should have been glad to have had the Seminary come to Aurora, that nevertheless he was gratified with the result that had been reached. His desire from the beginning had been to see the institution amply endowed, and if the Committee on Endowment, already in session at Aurora, were satisfied that the terms of his proposition had been complied with, he would cordially carry out his part of the engagement. The two committees, after a brief conference together, adjourned to meet at Auburn for this purpose, in the library of the First Presbyterian Church, last evening, when the subscription papers and the bond guaranteeing the balance not yet subscribed were carefully examined by the Committee on Endowment, and after due deliberation were pronounced valid and satisfactory in all particulars. Rev. Dr. Strong, of Aurora, expressed, on behalf of himself and the committee, great gratification at the successful termination of this effort for the ampler endowment of the Seminary. He congratulated the people of Auburn on retaining the institution, and announced Col. Morgan's purpose to apply his gift of $75,000 to the erection of a seminary hall, in accordance with the plans originally prepared by the Endowment Committee and embraced in the report already adopted by the Board of Commissioners, and that immediate steps would be taken toward the commencement of the building. Further remarks were made by members of the two committees, and also by Messrs. Wm. Allen and M. L. Browne, on the part of the citizens of Auburn. One of the speakers, referring to the noble gift of Col. Morgan, and his purpose to erect the proposed building, remarked that this edifice would remain a permanent memorial of the cordial and united sympathy and fellowship of Aurora and Auburn in all the future of the seminary. Arrangements were made for the preparation of a suitable expression of the sentiments of the people of Auburn, to be presented at the proper occasion."

DAMAGE BY LIGHTNING.

The lightning yesterday struck at several points in Brooklyn, in some cases causing serious damage. At 2 P. M. the three-story brick dwelling corner of Third-avenue and Forty-first-street, was struck and the roof torn off. The damage amounts to about $400, on which there is no insurance. The inmates narrowly escaped by running from the house. A bolt also struck the chimney of No. 563 Sackett-street, occupied by Patrick Donovan. The lighting ran along the interior of the chimney, damaging the walls of the house and burning $50 worth of furniture. The house is damaged over $100. The walls of the house of Jacob Feil, corner of Pearl and Nassau streets, were also struck and cracked in several places by the lightning; a large willow tree was struck and torn to pieces.

CRUISE OF THE BROOKLYN.

COASTING ROUND EUROPE—ROYAL HONORS TO THE OFFICERS.

The United States sloop-of-war Brooklyn, which arrived in port on Thursday morning, is a fine ship of 2,000 tons. She carries sixteen nine-inch guns, two 100-pound rifles, and two eleven-inch pivot guns. She is of 700-horse power; her speed under steam and sail is twelve knots an hour; under sail only, eight knots. She measures, from billet-head to taffrail, 273 feet; her fighting deck is 247 feet long, her beam 43 feet, and she carries 19,350 square feet of canvas to her topgallant sails. Her crew numbers 368 men and thirty-five officers. The Brooklyn sailed from Philadelphia Aug. 24, 1870, under command of Capt. Guest, (since transferred and promoted to the rank of Commodore,) anchored off New-castle, Del., Sept. 8, and went thence to Portsmouth, N. H., to take part with the Guerrière in the funeral honors to Admiral Farragut. She then came to New-York and sailed to Lisbon, where she arrived in thirty-five days; from there she went to Cadiz and thence back to Lisbon, where she remained in dock two months. After visiting Tangier, Gibraltar, Deal, Isle of Wight, and Christiansand, Norway, she continued her pleasant cruise in the European waters, touching at Copenhagen, Cronstadt, Stockholm, and Carlskron. Returning to Copenhagen, she went into dock to repair certain damages to her bow, which she sustained while entering a very intricate passage on her way to Stockholm. Having completed the repairs, she returned to Deal, and thence to Plymouth, where she arrived on Sept. 6, 1871, one year after leaving the Hampton Roads. She then went south, and cruised in the Mediterranean, touching at Ville-Franche, Palermo, Messina, Naples, Toulon, Marseilles, and Leghorn, and through the Straits to Cape St. Vincent and Ferrol, and thence to Southampton, where the Prince of Wales was received on board. The Prince was to have visited the flag-ship Wabash, which was in port at Plymouth at the time, but on account of there being a case of small-pox on board, it was proposed to defer the visit. The Prince, however, said he was "not afraid of the small-pox," and paid a flying visit to the Wabash, in spite of the disease. During their stay at Southampton, the Captains and Admirals of the Brooklyn and Wabash, together with Gen. Sherman, dined with the Prince, and were afterward received by and lunched with the Queen at Osborne. The officers of both ships received every kindness and courtesy at the hands of the people; in fact their stay at Southampton was fully taken up by feasting and social intercourse of the pleasantest character. The Mayor of Southampton gave a ball to the officers, which was a very brilliant affair, and the Wabash gave a ball to the Mayor and people of Southampton.

While in port at Naples, on Nov. 25, 1872, on her return trip, a fearful storm—the worst ever experienced there—arose, which threatened at one time to do serious damage to the ships in port. The light-house off Naples was swept away, and much injury done to many of the smaller ships in dock. The Brooklyn lost an anchor, but otherwise rode out the storm in safety.

The Brooklyn towed the Supply (carrying goods for exhibition at the Vienna Exposition) from Gibraltar to Trieste. She next sailed to Barcelona, where President Figueras was received on board with due honors and festivity. The Brooklyn continued her cruise, and, after touching at Madeira, sailed for home. On July 3, 1873, she anchored at St. George's Island, Bermudas group, and on the 4th her officers were entertained by the officers of the Twentieth Regiment of British Infantry, stationed there. She sailed for New-York on the 6th. From Oct. 26, 1871, to Jan. 1, 1872, the Brooklyn was a flag-ship, carrying the flag of Rear Admiral Boggs.

The following are the principal transfers made from the Brooklyn during her three years' cruise: Capt. John Guest, detached Oct. 22, 1871, and ordered to the United States for promotion; Lieut. Charles H. Black, ordered to the United States ship Saco; Lieut. Commander Wise, detached May 27, 1873, and ordered to the United States flag-ship Wabash; Lieut. Frank Turnbull, detached Jan. 21, 1873, and granted one year's leave of absence; Lieut. W. S. Dana, detached April 11, 1872, and ordered to the United States ship Plymouth. The cruise has been a very healthy and agreeable one, but four deaths occurring in the three years the Brooklyn has been away; two of these occurred on board ship and two in hospital.

MURDER IN JERSEY CITY.

DEPUTY UNITED STATES MARSHAL STEVENSON KILLED BY HIS PRISONER.

About 3:30 o'clock yesterday afternoon John Stevenson, a Deputy United States Marshal from the New-York office, called at the office of United States Commissioner Muirheid, No. 1 Montgomery-street, Jersey City, for the necessary papers for the capture of John Pritt, a deserter from the Russian 'bark Willamo, now lying in the harbor. The warrant issued by Commissioner Muirheid set forth that the said John Pritt was then in the jurisdiction of New-Jersey, it appearing from competent proof that Pritt belonged to the crew of the Willamo, and that on or about the 5th day of July he deserted from the Willamo, and that he was not a citizen of the United States.

Stevenson had shadowed the man across the river, having in his possession a warrant from Commissioner Stillwell, of New-York, and authority to take Pritt with him when captured. He started on the search again and soon found his man, capturing him near the Government store at the Cunard dock on the north-east corner of Grand and Hudson streets. The Russian could not understand what Stevenson said, and did not fully comprehend the meaning of the warrant when shown to him, but moved along with the officer about twenty feet. Up to this time no one appeared to pay any attention to the two men. The only witness who saw the affray commence was a boy named Elias Sager, aged sixteen years. He is employed by Merry & Co., block and pump makers, No. 126 Hudson-street. He was coming out of the shop, which is about 100 feet from the spot where the murder was committed. He says that he saw two men coming along from the direction of Grand-street, and all at once the larger of the two turned on his companion and stabbed him. The shorter man fell down across four logs of hewn timber which are lying close to the wall of the storehouse, and twenty-three feet from the corner of the building on Grand-street. The larger man was the Russian sailor, and he struck the fallen man three or four times, cutting him on the shoulder and neck, and stabbing him between the ribs of his left side. The blood gushed from the wounds, and soon saturated his garments, soaked through his coat, and trickled down between the square logs to the ground. The testimony of this boy is the most direct and damaging of any of the witnesses.

James Martin, a colored man, residing at No. 89 Essex-street, Jersey City, and George Jacquin, were driving a coal-cart belonging to Schauck & Hough, coal-dealers, at the time, and jumped off the cart when they saw what was going on. Their story corroborates that of the boy. Another witness, whose name was not ascertained, states that Stevenson had the knife, and it fell from his hand when the Russian struck him, and was picked up and used by the sailor with murderous effect. When the murdered man was struck he threw up his hands in a vain effort to shield himself, but so rapidly did the blows follow one another that he was paralyzed, and unable to defend himself. With a long breath, he exclaimed, "I'm stabbed," and fell fainting on the lumber, his head elevated, so that the blood ran downward, leaving his face and shoulders unsoiled by the life current, as it rapidly ebbed, and within three minutes afterward the arms dropped listlessly by his sides, the body slowly accommodating itself to the lumber, and with a convulsive gasp, life was gone.

As soon as the sailor saw that his last blow was fatal, he made an attempt to commit suicide, stabbing himself twice in the stomach with the knife which he still retained in his hand, but the thickness of his clothing prevented the blade from inflicting serious wounds. He also drew it across his windpipe, but evidently used the back of the knife, for the wounds made by it are mere scratches only skin deep, and, although they bled profusely at first, are not in the least dangerous. In the mean time a large crowd had congregated. Officer Boyle, who was on duty at the Cunard dock, seized the sailor and put an end to his attempts on his own life. He was taken from the scene of the murder to the First Precinct Station-house, surrounded by a large crowd, which hung around the station-house to a late hour. When taken into the station-house the Russian said his name was Jacob Matlan, that he was twenty-five years of age, and a native of Russia. He spoke very bad English, and could understand with difficulty, though he probably understood more than he cared to have known. He avowed his intention to kill Stevenson, and said that he thought the officer was going to kill him when he arrested him, giving that as the only reason for killing him. He appeared to take the matter quite coolly, and, though covered with blood, was by no means reticent, speaking in his own language, with an occasional English word, which could not be understood. He is a very muscular man, of rough appearance, and wore the ordinary clothing of a sea-faring man. He was detained in the corridor of the lower tier of cells until a doctor arrived to dress his wounds.

Capt. Oldring, a detective, took care of the murdered man and closed his eyes, while Officer Bowe procured a cart, and the remains were taken to Rowland's Morgue, in the Rink, corner of Montgomery and Henderson streets. Here another large crowd had collected, all eager to catch a glimpse of the murdered man. The body was laid on the floor, a block with an indentation for the neck being placed under the head. Deceased was a slim built young man, with a clear complexion and dark hair, eyes and moustache. He was plainly dressed, having a blue cloth frock coat, no vest, a white shirt, and light cassimere pants, white socks, and gaiter shoes. On the inside of his coat he had the shield of his office. In his pockets were a number of papers, among others the warrant from New-York for the arrest of John Pritt. At 7:30 Coroner Reinhard and County Physician Buck, who had been notified, arrived at the Morgue, and made an examination of the corpse. They found but one wound, and that was on the left side, immediately over the heart. The knife had passed between the ribs, and penetrated the heart. A jury was impaneled, and after viewing the body adjourned until to-day. When the prisoner was captured he dropped the fatal knife on the sidewalk, and it was picked up by Officer Boyle, who made a private mark on it in order to be able to identify it when the case came to trial.

The knife is now at the station-house. It is a pocket clasp-knife, with three blades, the largest being two and three-fourths inches in length, and slightly rusted. It is about half an inch in width, and from the middle of the back is sharpened from both sides to the point. The handle is of bone, very much discolored, has a German-silver name-plate with four crosses scratched on it, and German-silver tips at either end.

The prisoner was committed to the cells, and a close watch maintained throughout the night in order to preclude the possibility of a suicide. An examination will be commenced before Justice Seymour, in the First District Police Court, this morning.

John Stevenson, the murdered man, lived in Eleventh-street, New-York, was thirty-five years of age, married, and leaves a wife with six children. His brother keeps a saloon in Spring-street, near Hudson, New-York, and only learned of the murder at 11 o'clock last night. He went to the Rink, where the body now is, and was very much affected on seeing his unfortunate brother.

The prisoner was removed to the County Jail late last evening, and Coroner Reinhardt announced that he would commence the examination this morning at 9 o'clock.

MURDER OF A CHILD.

A correspondent of the Elmira *Advertiser* gives an account of an atrocious outrage committed upon a little girl named Bridget McCloskey, eight years old, at the Fall Creek coal mines, Bradford County, Pennsylvania, on Saturday evening last. The supposed perpetrator is a Welsh miner named Jones, who is accused of taking her from her home during the temporary absence of her parents. On Monday her body was found, after a long search, lying in the shallow waters of a small brook that runs through a deep morass, not a quarter of a mile from the house. The suspected man was arrested, and, after an informal examination was ordered to be taken to Towanda Jail. The correspondent continues: "It was now dark. Two or three hundred men surrounded the house in which the prisoner was guarded. At the suggestion of some one a vote was taken whether, upon the evidence given, and bearing in mind the facts in relation to the prisoner's previous behavior, he should suffer death then and there. The vote was almost unanimously in the affirmative. With this unanimity of feeling a rush was made for the door, the guards were thrust aside and the prisoner seized. A rope was placed around his neck and he was brought forth. By some it was thought advisable to cast him upon a burning log-heap near by. Finally, under the muzzles of scores of revolvers and guns he was marched to the spot where the murdered girl was found, and there told to repent and confess. Upon an improvised scaffold, with feet and hands pinioned, the black cap drawn and rope around his neck, he averred his innocence. Unbelieving, they were about to lynch him, when the stillness of the night was broken by the voice of one of them, who said: 'My countrymen, no doubt in our minds the wretch is guilty, but we have no sworn proof; our evidence is only circumstantial; let the law take its course.' Whereupon the prisoner, so suddenly snatched from the opening grave, was transferred to the proper officers, and at midnight conveyed to the Towanda Jail, where he awaits trial. Rumors are afloat that some other person is suspected."

PEARL-FISHING WITH DIVING-BELLS.

An experimental expedition is about sailing from San Francisco, to engage in the business of pearl-fishing, of which the *Bulletin* thus speaks: "The schooner Witch Queen, chiefly owned by C. J. Sprague, of Brooklyn, N. Y., and commanded by Capt. Cushing, late of the Dreadnaught, a navigator of many years' experience, will sail shortly for Ponto Reinas, where the attempt is to be made to adapt the diving-bell to pearl-fishery. Sanguine hopes are entertained that by these means old Neptune's domains may be laid under a heavier contribution than heretofore; and taking into account the calmness of the waters south of the Gulf of California, and the rich beds of pearl-oysters to be found on the Mexican coast, it is not unreasonable to expect a considerable return of these precious bivalves, especially from those spots which have hitherto baffled the efforts of unassisted divers. Should the Mexican Government offer no objections, of which little fear is entertained, it is proposed to fish the entire coast, and if the yield prove insignificant, to transfer the search to Tahiti and the neighboring islands. The party is to consist of thirteen men, besides the owner and the Captain."

SINGULAR CAUSE OF FIRE.

A singular, but not unprecedented, cause of fire in a dwelling-house in Connecticut is thus referred to by a correspondent of the Hartford *Times*: "The residence of Hon. Addison O. Mills, of Canton, narrowly escaped destruction by fire on the afternoon of Sunday, June 29, from the following curious circumstance: Several new tin milk-pans were lying on a bench on the south-west side of the kitchen, and the reflection from the sun actually caused the ceiling to take fire about five or six feet above them. The fire burned from thence up to the eaves of the building, through the boards, and deeply charred a post of the house back of the boards, when it was discovered and extinguished. The next day, about the same time, the reflection was again noticed by the bright light, and the pans were removed before the boards had ignited again. The boards were painted red, which may account for the ignition."

TROOPS AGAIN CROSS THE RIO GRANDE.

A special dispatch dated Eagle Pass, Texas, June 26, to the Austin *Journal*, communicates the following news, which had just been received there: On the 22d inst. a scout numbering forty men of the Fourth United States Cavalry was ordered out from Camp Shafter, situated about thirty miles in a south-easterly direction from here, commanded by Lieut. Thurston, and guided by our "Border Chief," Green Van, Lieutenant of the Maverick County Minute Men. They struck a fresh cattle-trail leading to the Rio Grande, and following it up in double quick time, arrived at the river about forty-five miles below here, and found that the trail led through the river. They captured one of the thieves—a Mexican—who was yet on this bank of the river. Threats were communicated to those across the river that the troops would cross and kill every man in charge of the herd if they did not surrender themselves and the cattle. Immediately after a detail was ordered to cross to assist them in bringing the cattle to this side and arrest the parties in charge of the herd. They found one man in charge, and recaptured eighty head of beeves, stolen from the different ranches of our border settlements. Green Van and the detail guarding the prisoners arrived about 4 o'clock this afternoon at Fort Duncan. The commanding officer, Col. W. R. Schafter, held an examination, and placed the prisoners in close confinement in the guard-house at Fort Duncan, Texas, until further instructions are received. The Mexican authorities of Piedras Negras fully indorse this movement, and will aid our troops in future in bringing to justice the murderers and cattle-thieves of this section.

FATAL STROKE OF LIGHTNING.

Portions of Washington County, this State, were visited by a violent thunder-shower on Friday afternoon last, and just as it came up Mr. Thompson Handy, who lives near Easton Corners, drove into his barn, having his son and two daughters with him. Two men also sought shelter in the barn at the same time. Handy conveyed his two daughters to the house, and had scarcely reached it when the barn was struck by lightning and set on fire. He hurried back, and was horrified at finding his son lying dead on the floor, and the two men senseless by his side. The lightning had struck the boy at the back of the neck and coursed down his spine, searing it as though it had been done with a red-hot iron. The father hastily carried out the three bodies, and then rescued his horses and wagons. The flames spread rapidly, and communicating to the wagon-house, horse-barn, sheds, corn-crib and other buildings they were all consumed. The loss by the fire was $6,000, partially insured. The two men recovered.

THE CHOLERA.

NASHVILLE, Tenn., July 11.—There were five deaths to-day from all causes, all of which were of colored persons. No cases of cholera were reported in the city.

CHATTANOOGA, Tenn., July 11.—There were four deaths here to-day, none of which were from cholera.

MEMPHIS, Tenn., July 11.—There were three interments here to-day, none of which were from cholera.

OBSTRUCTING A RAILROAD.

CONCORD, N. H., July 11.—Mrs. Mary Carlton was arraigned this afternoon in the Police Court on a charge of placing obstructions on the track of the Concord Railroad, near Suncock, on the 8th inst. She pleaded not guilty, and the further hearing of the case was postponed till next Wednesday. She was committed to prison in default of $3,000 bail.

PRINT CLOTH MARKET.

PROVIDENCE, R. I., July 11.—Printing cloths are quiet and steady at $6\frac{3}{8}$c.@$6\frac{1}{2}$c. for standard and extra 64x64.

THE CHRISTIAN CONVENTION.

THIRD-DAY'S PROCEEDINGS OF THE CHRISTIAN ASSOCIATIONS.

From Our Special Correspondent.

POUGHKEEPSIE, N. Y., Friday, July 11, 1873.

The third day's proceedings of the International Convention of Young Men's Christian Associations was opened this morning with a brief hour of devotional exercises, led by Russell Sturgis, Jr., of Boston, after which the minutes were read and approved. Among the delegates present are two young colored men, J. E. Page and T. McC. Stewart, from Howard University. They are both bright young fellows, sharp and quick, and quite refined in manner. When they speak they are listened to very attentively, because of their forcible arguments and clear pronunciation.

Mr. Taylor, of Detroit, presented the report of the committee upon the Executive Committee's report, substantially as follows: That the Young Men's Christian Associations be recommended to observe the second Sunday in November as a day of prayer for God's blessing upon the work of these organizations throughout the world; that not less than $7,000 be raised for the prosecution of the general work for the coming year; that the corresponding members of the Executive Committee be positively directed to call a convention on their fields during the year in all cases where no provision is made for one by some local authority; that it is impossible, and therefore they have ceased to publish the *Association Monthly*, and that all items of association news, until further notice, will appear in the *Christian Weekly*. All the report was adopted except the fifth resolution, relating to the Manual, action on which was deferred.

The roll being called for subscriptions to the $7,000 fund, $3,687 50 was subscribed. During the receiving of subscriptions several incidents occurred of the following character: C. D. Tucker, of Worcester, stated that Mr. Hodder gave the Portland Convention a sovereign and also one to him. He would put it up at auction and start the bidding at $25. This created considerable merriment, and met with general favor, the President of the convention acting as auctioneer. In a few moments the bids rose rapidly, the last one being $60, by Mr. Tucker, when it was struck off to him amid clapping of hands. A baby association gave $10, and $36 were thrown in a roll from the gallery. E. P. Wood told a story about finding two steel pens in a poor sick woman's house, one of which he kept and now put it up at auction. It was started at $5, and sold to Mr. Tucker, of Boston. Mr. H. Thane Miller put an English sovereign up at auction, and it was struck off at thirty-seven and a half dollars to Mr. Tucker, of Worcester. Lebanon, N. Y., put up a silver dollar at auction, and it was struck off at seven dollars to Mr. Remington. Mr. Woods, of Lowell, put up a Syrian piece of money, worth one-tenth of a cent, which was struck off to Mr. Otto for $5 00. Mr. Comstock put up a Chinese piece, worth one-hundreth of a cent, which was struck off for $3 00, to Mr. Whitney, of Worcester. Another Syrian piece, worth a tenth of a cent, was struck off to Mr. Lockwood, of Canada, for three dollars. A. S. Rowell, of Lynn, put up a Roman coin 1.700 years old, which was struck off to Vice President Remington for $10. Mr. Sturgiss, of Scranton, said his association would send a box of fern-impression coal fossils, containing twelve specimens, to the highest bidder. Mr. Tucker, of Worcester, bid $25, and it was struck off to him.

An invitation from Mayor Eastman for the convention to attend the open-air concert at Eastman Park, in the evening, was accepted and thanks returned, and the convention took a recess for dinner.

Before the Convention assembled in the afternoon a prayer-meeting was held in the City Jail where much religious enthusiasm was manifested. At 2:30 P. M. the proceedings were again opened. The Business Committee presented invitations from Dayton, Ohio, and Newark, N. J., to hold its next annual session at these places. Mr. Adams, of Dayton, said he was instructed by his association, and all the pastors of the churches in Dayton, to earnestly invite the Convention to come there. He said open doors and warm hearts would greet the delegates, and if they would only come, his association would be enabled to erect a new building through the enthusiasm which the Convention would create. Mr. Ostrander, of Newark, said his delegation came ready to invite the Convention. He believed the delegates should go where they can do the most good—where they are most needed. There are 17,000 young men in Newark to-day who need association help. It is the second manufacturing city in the United States, and enthusiasm is needed there, because intemperance and debauchery are upon the young men. Twelve hundred drinking shops and gardens in Newark should be closed on the Sabbath Day, and he wanted the association to help that work. A vote was taken, which resulted in yeas 125, nays 15, and, on motion, Dayton was unanimously named.

Mr. Cross, from the Committee on Resolutions, presented a resolution referring to pernicious literature, and the importance of earnest and vigorous measures to counteract its influence, declaring that it belongs to the members of individual associations to determine what measures are best adapted to this purpose in their respective localities, and, therefore, referring it to them. The report was adopted.

Following the adoption of the above resolution, the convention rose and sung "Soldiers of Christ." The discussion of topic No. 8, "Is there danger that the Associations may become the medium of unscriptural teachings or engage in political controversies? If so, what action is necessary to guard against it?" was opened by Mr. Smith, of Washington, in a short speech. After singing and praying the convention took up the fifth resolution in the report of the committee upon the Executive Committee's report, and after debate sent it back to the committee without their recommendation to publish as soon as the Executive Committee shall feel that the work is sufficiently material to justify it.

Reports from smaller associations were then taken up. Mr. Reeder, of Hamilton, Ohio, stated his place needed an association building, and he wanted to have the children of all the Sabbath-schools in the United States give one cent each on the day of the world's prayer-meeting, and send the money to him for building purposes. He would, perhaps, have these collections taken from year to year, or else let each State take up such a collection and put the money in the hands of the State Committees. Mr. Griffin, of Milford, Conn., said he represented a small association. He wanted to know how to get the drones to work. Mr. Wells, of Schenectady, said that his small association, yesterday, at 4 P. M., laid the corner-stone of a $50,000 building. [Applause.] Mr. Page, (colored,) of Howard University, said his association was in a very prosperous condition, and asked for the prayers of the convention. Mr. McC. Stewart, (colored,) of Howard University, rose in the middle of the convention to offer a resolution, but the Chair ruled him out of order. He seemed a little chagrined and kept the floor, asking unanimous consent to offer it, saying he had been ruled out of order before, and intimated he was getting no chance to do what he wanted to. Unanimous consent was objected to, and he sat down. Other remarks were made by Mr. Greer, of Roanoke College, Virginia; Mr. Howe, of Montpelier, Vt., and others. After singing and prayer, the Business Committee reported, after which the Convention adjourned till Sunday morning.

To-night there was an immense meeting at the Opera-house. The proceedings were opened with devotional exercises. Short addresses were made upon the following subjects: "The Condition of Heart Necessary to the Rendering of Acceptable Praise;" "The Unrenewed Heart Cannot Praise God;" "Those only can Praise in Heaven who have Learned to Praise on Earth."

The convention will probably adjourn to-morrow afternoon, but all the Poughkeepsie pulpits will be filled on Sunday by members of it.

KILLED IN A MINE.

ST. LOUIS, Mo., July 11.—A terrible accident occurred at 10 o'clock this morning in the fire-clay mines of Parker, Russell & Co., about five miles from this city, by which three miners were killed and several wounded. One hundred and fifty men worked in the mine at the depth of 150 feet. At the time mentioned the miners were working in one of the lateral shafts at the bottom of the vertical shaft when a singular noise was heard, and thinking one of the other lateral passages was falling in, they rushed toward the vertical shaft to escape. They had proceeded but a few yards when an immense piece of slate, two feet thick and fifteen yards long and ten wide, fell, crushing and instantly killing three men, named Joshua A. Judy, Thomas Platt, and Ned Kendall. The latter was the Superintendent of the mines. The bodies were terribly mangled. Several others were badly injured, but their names could not be ascertained.

SOLDIERS' HOMES.

MANCHESTER, N. H., July 11.—The board of managers of the National Homes of Disabled Volunteer Soldiers arrived in this city last evening by a special train from Boston, and are being entertained by ex-Gov. Frank Smith, of this city, who is a member of the board. This morning Gov. Straw escorted the distinguished visitors through the various manufacturing establishments of the city. To-morrow morning they leave by special train for Augusta, Me., to visit the Soldiers' Home of that place.

ARREST OF RAIL-CAR ROBBERS.

CINCINNATI, Ohio, July 11.—Detective officers have arrested and brought to this city a number of colored persons from Delhi, Ohio, who are accused of stealing goods from burning cars on the Indianapolis, Cincinnati, and Ohio Railroad last Winter. The cars caught fire immediately after a collision, and the negroes were busy in getting the goods out, and it seems they carried off and concealed in their houses large quantities of fine cloth, silks, boots and other goods.

LORD GEORGE GORDON.

TORONTO, Ontario, July 11.—Advices from Fort Garry, Manitoba, state that the preliminary examination of the kidnappers of Lord George Gordon and their abettors is proceeding before Judge Betournay. It will probably last three or four days, and end in the committal of some, if not all, of the prisoners. The Mayor of Minneapolis and some of the most prominent members of the St. Paul Bar are here. The Court refused to permit American lawyers to act.

MILWAUKEE, July 11.—A special dispatch from Minneapolis says: "The proceedings in the Gordon case at Fort Garry have developed new facts, which materially change the complexion of affairs. It has been all along understood that the American party were arrested by Manitoba officers on British soil, but the evidence proves that the arrest was made south of the line located by the new boundary survey. It is expected that the friends of the prisoners will at once apply to the American authorities to demand their release of the Manitoba Government."

DEATH OF A CATHOLIC PRIEST.

A New-Haven paper says that on Thursday last Rev. P. G. McKenna, of New-Milford, Conn., accompanied by a party of friends, all in carriages, drove to Merwin's Point to spend the day in sea-side recreation, and at about 2:30 o'clock went in bathing. He was an excellent swimmer. After apparently enjoying the diversion it was noticed that the reverend father was ill, and after much effort he was brought ashore, but life had departed. It is supposed he died of an apoplectic fit while in the water. The remains were taken for burial to Ansonia, where the deceased has an uncle residing. He was much beloved in New-Milford, where he had been stationed as pastor for the last four years. His age was about thirty-two.

MR. MACGREGOR'S SALARY.

Judge Daniels yesterday denied a motion previously made on behalf of Mr. Macgregor, late Superintendent of the Department of Public Buildings, for a mandamus to compel Controller Green to pay him his salary. The decision is rendered on the ground that Mr. Macgregor has a remedy by action at common law, and, having such remedy, he is not entitled to relief by way of mandamus.

RUPTURE.

HOW MR. STUART WAS CURED OF IT.

It is about a year ago since Dr. Sherman, of No. 697 Broadway, New-York City, placed one of his hernial appliances on me, and gave me his curative compound for a rupture on my right side. I experienced no inconvenience from wearing the appliance, worked right along, and I can now say I am entirely cured, as I have not worn the appliance for several months, and there are no signs or symptoms of rupture. I am a bricklayer by trade, and always accustomed to very active exercise. I hope you will publish this, Mr. Editor, in your paper, for the benfit of those ruptured. ISAAC STUART.

BLOOMSBURY, Penn., July 1, 1873.

"Should any of our readers be troubled with rupture, we recommend them to consult Dr. Sherman, whose experience and manner of treating the infirmity is the best guarantee of relief and cure. His book on rupture he mails for 10 cents. Send for it." —*New-York Sun.*

Never allow either Diarrhea, Dysentery, or any Bowel Affection to have its own way, or serious consequences may result; with Dr. Jayne's Carminative Balsam at hand, these affections may be promptly, safely, and efficaciously cured.—*World.*

The Filthy and Infectious "Sponge Pad" and Pitiless Iron "Finger Pad" Trusses have yielded to the Elastic Truss, 683 Broadway. Easy; never displaced.—*Advertisement.*

PILES.—Itching Piles—Use ROSSMAN'S CURE. It never fails. Sold in New-York by John F. Henry. Sent by mail for 50 cents.—*Advertisement.*

Dandruff.

Burnett's Cocoaine removes.—*Advertisement.*

Buy the best article, the Halford Leicestershire Table Sauce.—*Advertisement.*

NEW-YORK TIMES FOR EUROPE.

THE EUROPEAN EDITION of THE NEW-YORK TIMES is published THIS MORNING, and may be had at the counter of the publication office, in wrappers, ready for mailing. Price FIVE CENTS.

It will contain a full digest of Political, General, and Local News up to the latest moment; a review of the Money and Produce Markets; all the Telegraphic News contained in THE DAILY TIMES of this date; and such selections from the editorials and correspondence of THE TIMES as may have interest for Americans residing abroad, and for European subscribers.

The EUROPEAN EDITION OF THE TIMES will be found on file in the offices of all the leading bankers in Europe.

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R. R. R.

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BOWEL COMPLAINTS.

Looseness, diarrhea, cholera morbus, or painful discharges from the bowels are stopped in fifteen or twenty minutes by taking Radway's Ready Relief. No congestion or inflammation, no weakness or lassitude will follow the use of the R. R. Relief.

ACHES AND PAINS.

For headache, whether sick or nervous; rheumatism, lumbago, pains, and weakness in the back, spine, or kidneys, pains around the liver, pleurisy, swellings of the joints, pains in the bowels, heartburn, and pains of all kinds, Radway's Ready Relief will afford immediate ease, and its continued use for a few days effects a permanent cure. Sold by druggists.

Avoid Cholera.

The only perfect disinfectant is Carbolic Acid, (vide Health Officer's report.) Soaps and acids of all grades, pure and crude, in any quantity, at Carbolic Head-quarters, KIDDER, WETHERELL & Co., No. 83 John-street, near William, New-York.

The Best Braces or Suspenders in the World are those made by FISK, CLARK & FLAGG. They make over two hundred varieties. For sale at retail by all furnishing or clothing stores in the Union. Ask for them, and look for their name on every pair.

Chittenango Mineral Waters

Cure rheumatism, dyspepsia, and all diseases of skin, liver, and kidneys. Sold in quarts and pints by leading druggists. Depot, No. 8 College-place. J. F. HENRY.

"A Friend in Need is a Friend Indeed," and such a friend is HELMBOLD'S BUCHU to the unfortunate sufferer who has been sowing his wild oats. Warranted to cure all diseases of the kidneys and urinary organs. Look out for counterfeits. Genuine has private proprietary stamp of H. T. HELMBOLD on each bottle. Directions accompany. Sold by all druggists. JOHN F. HENRY, New-York, sole agent.

Cholera.—Be in time and secure a bottle of WALSHMAN'S DIARRHEA, DYSENTERY, AND CHOLERA REMEDY. A sure cure. Fifty cents bottle. For sale by druggists. REUBEN HOYT, Proprietor, No. 203 Greenwich-st., New-York.

Hair Dye! Hair Dye! Hair Dye! BATCHELOR'S celebrated Hair Dye is the best in the world. The only true, safe, and perfect hair dye. No disappointment, no ridiculous tints. Harmless, reliable, instantaneous. Sold everywhere by druggists.

Lyon's Magnetic Insect Powder is sure death to bed-bugs, cockroaches, and worms.

MARRIED.

CLARK—DICKINSON.—On Thursday, June 26, by Rev. John W. Lane, N. D. HERDER CLARK, of New-York, to AVIS W. DICKINSON, daughter of E. H. Wood, of Whately, Mass. No cards.

MARTINE—NYE.—At White Plains, N. Y., on Thursday, the 10th inst., at the residence of the late C. H. Mitchell, by Rev. T. Clark Steele, STEPHEN A. MARTINE to KITTIE CLARK NYE, of Chicago.

SMITH—FLEMING.—At Mendham, N. J., Monday, July 7, by Rev. Stephen K. Russell, HENRY SMITH to ANNIE AMELIA, daughter of the late Samuel B. Fleming.

DIED.

BACON.—At Spuyten Duyvil, N. Y., July 11, ELIZABETH CHAPMAN, daughter of Francis M. and Margaret R. Bacon, aged 3 years and 2 days.

Funeral services from the residence of her parents, on Sunday, at 3 o'clock P. M.

BECH.—At Stuttgart, Germany, on the 9th of July, inst., EDWARD BECH, of Poughkeepsie, in the 62d year of his age.

BURTON.—At Nice, France, May 28, LUCIA CLARK, wife of J. H. Burton.

Funeral services will be held at her late residence, Newburg, on Thursday, July 17, at 2 P. M. Day boat leaves 23d-st., North River, at 8:45 A. M. Train leaves Grand Central Depot at 10:45 A. M. Carriages will be in waiting at Newburg landing.

DORLON.—On Thursday, July 10, PHEBE N. HAND, wife of Thomas J. Dorlon.

Funeral will take place from Second Baptist Church, Plainfield, N. J., on Saturday, July 12, at 10 o'clock.

DOWNS.—On Thursday, July 10, after a long and painful illness, MARY A., wife of John Downs, aged 64 years.

The relatives and friends of the family are respectfully invited to attend the funeral on Saturday afternoon, at 1 o'clock, from her late residence, No. 251 East 110th-st.

FISHER.—On Wednesday, July 9, 1873, of bronchitis, DEAN WATSON, only child of Fannie Lord Fisher and James Watson Fisher, aged 10 months and 22 days.

All friends are requested to attend the funeral on Saturday, July 12 at 2 P. M., from the residence of J. W. Fisher, Esq., West Grand-st., Elizabeth, N. J. Central Railroad train, 1 P. M., foot of Liberty-st., New-York.

HIGBEE.—At Baltimore, Md., July 10, FRANCES HENLEY, widow of the late Rev. Edward Y. Higbee, D. D.

MILLETT.—On Wednesday, July 9, JAMES, eldest son of Rev. James and Deborah Millett.

The relatives and friends of the family are respectfully invited to attend his funeral from the Church of the Holy Martyrs, Forsyth-st., near Canal, on Saturday, the 12th inst., at 2 o'clock P. M.

McKESSON.—Suddenly at Norwood, N. J., on Thursday, July 10, at 11 A. M., CLIFFORD, second child of John and Lelia S. McKesson, aged 3 years and 6 months; also at 6 P. M., JOHN, eldest child of John and Lelia S. McKesson, aged 5 years and 4 months.

Funeral services at 3 P. M., Saturday, July 12, at the residence of their parents, No. 72½ Irving-place.

PECK.—At Jamaica, Long Island, suddenly on Friday, July 11, SHERMAN FOSDICK, eldest son of George L. and Fanny C. Peck, in the 6th year of his age.

The relatives and friends of the family are respectfully invited to attend the funeral on Monday, 14th inst., at 2 o'clock, from his parents' residence, Fulton-st., corner of Puntine, Jamaica.

RENWIE.—At Brentwood, Long Island, July 11, JOHN VAN CORT, only son of Thos. W. Renwie, of New-York. Interred at Brentwood.

TIFFANY.—At Cambridge, Mass., July 8, LYMAN TIFFANY, in the 91st year of his age.

VARNUM.—On Friday, July 11, HELEN TAYLOR, wife of Joseph B. Varnum and daughter of Robert L. Taylor.

WARD.—At Newark, N. J., July 11, JOHN F. WARD, M. D., in the 58th year of his age.

Relatives and friends are invited to attend the funeral from his late residence, No. 905 Broad-st., Newark, on Tuesday, July 15, at 2:30 o'clock P. M. Interment in Mount Pleasant Cemetery.

WATSON.—At Milford, Conn., on the 11th inst., ELIZABETH WATSON, aged 41 years.

WHITE.—After a short but severe illness, at Oyster Bay, Long Island, on Thursday, July 10, MARY ELIZABETH, wife of Joseph White, and only daughter of John W. Summers.

The relatives and friends of the family are respectfully invited to attend the funeral from the Presbyterian Church, on Sunday, July 13, at 2 P. M.

One traveler less on earth,
One angel more in heaven.

WOOD.—At Saratoga Springs, July 11, ELIZA R., wife of David Wood.

Notice of funeral hereafter.

WRIGHT.—At West Hampton, Long Island, on Wednesday, the 9th inst., ANNABEL PHELPS, twin daughter of Edward H. and Dora M. Wright, of Newark, N. J.

MISCELLANEOUS.

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POST-OFFICE NOTICE.

The mails for Europe during the week ending SATURDAY, July 12, 1873, will close at this office on WEDNESDAY at 12 M.; on THURSDAY at 11 A. M., and on SATURDAY at 11 and 12 M.

THOS. L. JAMES, Postmaster.

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NEW PUBLICATIONS.

D. APPLETON & CO.,

NOS. 549 AND 551 BROADWAY, NEW-YORK,

PUBLISH THIS DAY:

I.

FOODS.

By EDWARD SMITH, M. D., LL. B., F. R. S. 1 vol. 12mo. Cloth. Price, $1 75.

This work forms the third volume of the "International Scientific Series," which is intended to embrace a series of popular small works in the most interesting departments of advancing science.

THE VOLUMES ALREADY ISSUED ARE:

I. FORMS OF WATER, in Clouds, Rain, Rivers, Ice, and Glaciers. By Prof. JOHN TYNDALL, LL. D., F. R. S. 1 vol. 12mo. Price, $1 50.

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IV.

NARRATIVE OF THE MISSION TO RUSSIA,

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V.

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THE REAL ESTATE MARKET.

At the Exchange, yesterday, Friday, July 11, there was no real estate sold by public auction. The lot of land situate on the north side of One Hundred and Twenty-second-street, 200 feet west of First-avenue, 25 by 100.10, noted to be sold by A. J. Bleecker, Son & Co., was offered, and finally knocked down to Henry H. Edwards for $9,600, who bid the property in for the owner. The same auctioneers announced that the executors' sale of a tract of land containing about 770 acres, situate in the town of Islip, Suffolk County, Long Island, was postponed indefinitely. The auction sale of lots situate in Delancey Park, Orienta, Mamaroneck, Westchester County, held on the grounds on Thursday last by Jere. Johnson, Jr., was a great success. Over 1,200 people were carried to the grounds by steam-boats and by the New-York and New-Haven Railroad. The bidding was very brisk, and sixty-six plots, each 50 by 150, were sold for a total of $40,077 50. The particulars are annexed.

PRIVATE SALES.

It is reported that the four-story brown-stone house and lot, 25 by 60 by 100, situate on the south side of Seventy-fifth-street, twenty-five feet west of Madison-avenue, was recently sold for $48,000.

Also, that the three-story and basement brown-stone house and lot, 19.3 by 76, situate on the north side of Seventy-second-street, seventy-six feet east of Third-avenue, was also recently sold for $20,000.

TO-DAY'S AUCTIONS.

The transactions for the week will close with an assignee's sale of forty-seven and four-tenth acres of land, situate in the town of White Plains, Westchester County, at 12 M., on the premises, by James M. Miller, at the Court-house at that place, who will also sell, at the same time and place, one acre of land, with slaughter-house thereon, situate in the village of White Plains. As far as is known, no sales of real estate will be held at the Exchange. Should any take place, however, they will be duly noted in our report on Monday.

THE BUILDING RECORD.

For the week ending with Friday, July 11, plans for new buildings have been submitted, and unsafe buildings reported, at the department, No. 2 Fourth-avenue, W. W. Adams, Superintendent, as follows:

NEW BUILDINGS.

Fiftieth-street, west side, 220 feet east of Eighth-avenue, one brick wagon-house, one story, 13 by 30; Mackey & Mitchel, owners.

Seventy-second-street, north side, 175 feet east of Third-avenue, three brown-stone first-class dwellings, each three stories, 16.8 by 50; Henry Stallmeyer, owner.

Mott-street, west side, 150 feet north of Prince-street, two brick stores and tenements, each five stories, 40 by 52; Miss Plunket, owner.

East Seventeenth-street, north side, 241 feet east of Avenue A, one brick church, one story, 45 by 90; Adam F. Touner, owner.

Third-avenue, west side, 50 feet north of Seventy-eighth-street, one brick store and tenement, five stories, 25.6 by 90-70; Michael Vrain, owner.

One Hundred and Twenty-fifth-street, north side, 75 feet west of Ninth-avenue, one brick dwelling, two and a half stories, 35 by 32; Anthony Kessler, owner.

Forty-fifth-street, north side, 75 feet west of Fifth-avenue, one brown-stone first-class dwelling, four stories, 27 by 25; Chas. Voughahn, owner.

Fifty-seventh-street, north side, 49 feet west of Madison-avenue, two brown-stone first-class dwellings, each four stories, 23 by 65; Wm. C. Lesster, owner.

Fifty-seventh-street, No. 105, north side, 150 feet west of Washington-street, one brick paint drying-house, two stories, 20 by 78; F. W. Devoe, owner.

Spring-street, (rear,) No. 52, one brick work-shop, four stories, 25 by 34; John S. Morrow, owner.

Eldridge-street, Nos. 200, 202, and 204, three brick stores and tenements, each five stories, 25 by 64; George Herdtfelder, owner.

UNSAFE BUILDINGS.

Buildings reported as unsafe from July 3 to July 11, 1873:

No. 433 Broome-street, unsafe extension; Wm. J. O'Bryon, owner.

No. 369 East Houston-street, rear, unsafe front wall; Nicholas Contes, owner.

No. 308 West Forty-second-street, unsafe west wall; Noah A. Childs, owner.

No. 405 Broome-street, unsafe generally; Samuel A. Lewis, owner.

No. 844 Broadway, unsafe rear wall; Wm. Gibson, owner.

Nos. 35 to 39½ Baxter-street, rears, unsafe generally; Samuel Crump, owner.

No. 100 Charlton-street, unsafe front wall; Wm. Moller, owner.

No. 19 Leroy-street, unsafe rear stairs; A. S. Storms, owner.

Nos. 349, 351 and 353 East Thirty-fourth-street, unsafe generally; H. G. Coggeshall, owner.

No. 52 Roosevelt-street, unsafe south foundation and balcony; P. O'Brien, owner.

East side Broadway, Forty-fourth to Forty-fifth-streets, unsafe roof; R. T. Ford, owner.

SUBURBAN AUCTIONS, THURSDAY, JULY 10.

ORIENTA, WESTCHESTER COUNTY, N. Y.

By Jere. Johnson, Jr.

2 plots corner Meadow and Union avs., containing 7½ lots; M. Higbee	$1,830
1 plot on Union-av., adjoining, containing 3 lots; R. Stivrns	495
1 plot on Union-av., adjoining, containing 3 lots; Mr. Lawler	540
1 plot on Union-av., adjoining, containing 3 lots; Mr. Halstead	600
7 plots on Forest-av., rear of above, containing 19½ lots; W. R. Brown	2,827
6 plots, bounded by Union, Forest, and Meadow avs., containing about 18 lots; W. R. Brown	4,635
1 plot corner Forest and Meadow avs., containing 4 lots; C. Briggs	560
1 plot on Forest-av., adjoining, containing 3 lots; Mr. O'Brien	480
1 plot on Forest-av., adjoining, containing 3 lots; Mr. Richardson	480
3 plots on Stiles-av., containing 9 lots; R. Olmstead	1,440
2 plots on Stiles-av., adjoining, containing 6 lots; Mr. Hoyt	975
2 plots on Meadow-av., rear above, about 6 lots; Mr. Hoyt	1,020
1 plot on Meadow-av., adjoining, about 3 lots; R. Gammon	510
1 plot on Stiles-av., containing 3 lots; Mr. Merritt	510
1 plot on Stiles-av., adjoining, containing 3 lots; Mr. Stivers	540
1 plot on Stiles-av., adjoining, containing 3 lots; Mr. Young	465
1 plot on Stiles-av., containing 3 lots; Mr. Bante	435
1 plot on Stiles-av., containing 3 lots; Mr. Harris	495
1 plot on Stiles-av., adjoining, containing 3 lots; Mr. Harris	495
1 plot on Stiles-av., near Delancy-av., containing 3 lots; Mr. Clark	480
4 plots on Delancy-av., corner sites, containing 9 lots; Mr. Demarest	2,250
1 plot on Delancy-av., adjoining, containing 3 lots; Mr. Demarest	735
1 plot on Delancy-av., near Beach-av., containing 3 lots; Mr. Simms	540
1 plot, corner Delancy-av. and Beach-av., containing 3 lots; Mr. Demarest	675
1 plot, corner Delancy-av. and Beach-av., containing 3 lots; Mr. McIntyre	765
1 plot on Delancy-av., adjoining, containing 3 lots; Mr. Hunter	525
2 plots on Beach-av., near Delancy, 6 lots; Mr. Dodd	1,140
1 plot on Beach-av., adjoining above, 3 lots; Mr. Harris	720
1 plot on Beach-av., adjoining above, 3 lots; Mr. Hager	660
1 plot on Beach-av., adjoining above, 3 lots; Mr. Brown	810
4 plots on Beach-av., adjoining above 12 lots; T. Eldridge	3,240
1 plot on Beach-av., adjoining above, 3 lots; J. G. Brown	810
1 plot on Beach-av., adjoining above, 3 lots; Mr. McNally	825
2 plots on Leney-av., rear above, 6 lots; Mr. Adams	960
2 plots on Leney-av., adjoining above, 6 lots; J. Pache	870
2 plots on Leney-av., adjoining above, 6 lots; F. O'Brien	960
4 plots on Leney-av., adjoining above, 12 lots; F. O'Brien	1,920
2 plots on Leney-av., adjoining above, 6 lots; Mr. Adams	960
1 plot on Leney-av., adjoining above, 3 lots; Mr. Brinsdell	450
1 plot corner Leney-av. and Delancey-av., 3 lots; Mr. Fuller	450

RECORDED REAL ESTATE TRANSFERS.

NEW-YORK.

Thursday, July 10.

Boulevard, n. e. corner 104th-st., 201.10x100.11 x25x100.11x91.5	$96,000
Mulberry-st., Nos. 197 and 199, 50x100	37,750
Ridge-st., w. s., 150 ft. n. of Stanton-st., 25x100	29,150
Watts-st., n. s., 268.1 ft. e. of Varick-st., 21x85, with gore on rear and n. e. 1-5 part	1,400
11th-st., s. s., 144 ft. e. of 1st-av., 25x94.8	19,250
17th-st., s. s., 300.4 ft. e. of 9th-av., 25x92	10,000
20th-st., s. s., 25x92	12,500
22d-st., s. s., 205 ft. w. of 4th-av., 21.3x98.9, foreclosure	36,000
36th-st., n. s., 145 ft. w. of 2d-av., 20x98.9; 36th-st., n. s., 165 ft. w. of 2d-av., 10.3x93	10,000
40th-st., s. s., 156.8 ft. w. of 9th-av., 18.4x98.9	11,000
54th-st., s. s., 115 ft. w. of Lexington-av., 25x100.5	18,000
58th-st., s. s., 95 ft. w. of 3d-av., 100x100.5; 58th-st., s. s., 195 ft. w. of 3d-av., 100x100.5	130,000
68th-st., n. s., 100 ft. e. of 11th-av., 25x100.5; 69th-st., s. s., 100 ft. e. of 11th-av., 25x100.5	6,000
68th-st., n. s., 100 ft. e. of 11th-av., 25x100.5; 69th-st., s. s., 100 ft. e. of 11th-av., 25x100.5, foreclosure	3,150
78th-st., n. s., 94 ft. e. of 1st-av., 50x102.2	8,000
152d-st., n. s., 400.5 ft. w. of Boulevard, 24.7x99.11; 153d-st., s. s., 400.5 ft. w. of Boulevard, 24.7x99.11	8,400
Avenue A, n. w. corner 73d-st., 102.2x100	17,800
1st-av., w. s., 24.9 ft. n. of 25th-st., 24.8x75	8,750
2d-av., n. w. corner 85th-st., 102.2x100	33,000
2d-av., n. e. corner 95th-st., 1,100x1 block x 1,099x201.5; 2d-av., e. s., at centre line, between 96th and 97th sts., or 100.11 ft. n. of 96th-st., thence e. 1,040x n. to 98th-st., x w. 752x s. 100.11x w. 375x s. 201.10 ft.; 2d-av., s. e. corner 101st-st., thence e. to s. s., corner 1st-av., and 101st-st., x s. along w. s. 1st-av. to n. w. cor. 100th-st., x thence w. to n. e. cor. 2d-av. and 100th-st. x to beginning; 1st-av., s. s., corner 101st-st., thence e. along s. s. 101st-st. to ex. bulkhead x s. to n. s. of 100th-st. x w. to e. s. of 1st-av., x thence n. along e. s. of 1st-av. to beginning, except portion of Avenue A lying between 100th and 101st sts.	325,000
10th-av., s. w. corner 100th-st., thence w. 68 ft. to Bloomingdale Road, x thence s. 25.3 ft., x thence e. 68.5 ft.	8,500

LEASES.

Broome-st., No. 305½, five years, per year	2,400
39th-st., No. 224, East, five years, per year	1,100
Avenue A, n. w. corner 63d-st., 185.3x105.8 to 64th-st. x 201x200.10 to 63d-st. x 306.5, three years, per year	6,000
1st-av., n. w. corner 40th-st., five years, per year	1,000
3d-av., No. 1,332, store, &c., four years, per year	1,300

REAL ESTATE AT AUCTION.

JERE. JOHNSON, Jr., Auctioneer.

Oh come to the auction this great day,
With Johnson in July;
Such lots as these are sure to pay,
Then come prepared to buy.

Gorgeous Summer Gala
BY THE ATLANTIC OCEAN.
400 SEA-SIDE LOTS
will be sold by
IMPERATIVE AUCTION SALE
at
FAR ROCKAWAY,
Long Island,
on the estate of John Mott, deceased, between elegant villas of Messrs. Birdsall, O'Donohue, and Lamontagne, and the splendid residence of D. D. Lord, and near all the hotels and depots,
TUESDAY, JULY 15.
No expense will be spared to make this the Grand Chef d'Œuvre of the Season.
Read arrangements.
TWO TRAINS, TWO BANDS, TWO TENTS.
SUPERB APPETIZING COLLATION.
A CONSTANT SUCCESSION OF SALUTES.
THE WORLD-RENOWNED HARRISON.
Property first class; will bear inspection.
Lots are by the sea-side, within a few moments of hotels.
If stormy, sale will take place Wednesday, July 16.
Special trains will leave New-York via Long Island and South-side Railroads at 12 o'clock noon, sharp.
Personal application must be made for tickets to JERE. JOHNSON, Jr., No. 21 Park-row, New-York.

JERE. JOHNSON, Jr., Auctioneer.
GRAND AND SPLENDID SPECULATION.
LAND BY THE ACRE,
NEAR
William's Bridge, Westchester Co.,
ADJOINING
24TH WARD, NEW-YORK CITY,
AS ANNEXED; AT THE
IMMENSE TRUSTEE'S SALE
OF
ESTATE OF JOHN J. PALMER,
DECEASED,
ON THE PREMISES NEAR
WILLIAM'S BRIDGE,
THURSDAY, JULY 17, 1873.
BY POSITIVE AND PEREMPTORY ORDER OF ALFRED ROE AND HENRY MEIGGS, Jr., Esqs.
THIS FINE OLD ESTATE CONSISTS
OF
160 ACRES OF SPLENDID LAND,
subdivided into
100 Exquisite Villa Sites
Also,
THE GIVAN HOMESTEAD, A LARGE, SUBSTANTIAL MANSION.
All which will positively be sold
ON TERMS MOST EXTRAORDINARY.
SEVENTY PER CENT. MAY REMAIN SEVEN YEARS.
GRAFULLA'S FAMOUS SEVENTH REGIMENT AND,
GRAND COLLATION UNDER THE GREAT TENT.
HARRISON, WORLD-RENOWNED VOCALIST.
SPECIAL TRAIN, FREE, will leave Grand Central Depot, Harlem Railroad, at 11 A. M., sharp.
CARRIAGES AT DEPOT TO CONVEY GUESTS TO GROUND.
For maps and free tickets, apply to JERE. JOHNSON, Jr., auctioneer, No. 21 Park-row, New-York.

CITY REAL ESTATE.

FOR SALE, ON VERY EASY TERMS, SIX three-story brick and stone dwellings, containing all modern improvements, situated on Sylvan Hill, North New-York, on 135th and 136th sts., near Willis-av. These houses are built in a superior manner, pleasantly located, five minutes from steam-boats and eight to ten minutes from steam and horse cars. Apply at Clinton Insurance Company's office, No. 156 Broadway.

COUNTRY REAL ESTATE.

RAIN FALLING! THUNDER ROARING! Lightning flashing! In a driving rain, July 1, Jere. Johnson, Jr., sold on the Palmer estate, Williams' Bridge, 30 acres of land, at $1,200 per acre. This shows how much the property is appreciated. Next THURSDAY the balance of this great estate will be closed out by positive order of trustees. There is a fine, large mansion and 100 plots to sell. Land is all sold by acre, on terms extraordinary. Seventy per cent. remains seven years. Grafulla's Band, Harrison, collation. Carriages at depot. Apply to JERE JOHNSON, Jr., No. 21 Park-Row.

FOR SALE OR TO LET—TASTY AND COMfortable cottage residence, with wide halls, verandahs, ample shade, lawn, garden, small and large fruit, gas, bath, hot and cold water, closets, &c.; only forty minutes' pleasant ride, (fine views, no dust,) from Liberty-st.; frequent trains till midnight, low fares; near depots; pavements, &c.; $12,000; terms to suit; can have carpets, part furniture, and use of stable if required; $12,000. Apply at West Elizabeth Depot, Central Railroad of New-Jersey, or to No. 93 Cedar-st., New-York.

FOR SALE—AT PIERMONT, WITHIN TEN MINutes' walk of depot, the place lately owned by George A. Jones, consisting of 22 1-5 acres; fine house, stable, ice-house; with magnificent view of the Hudson, both north and south, as far as the eye can reach; the new Grand Boulevard runs directly through to place; will be sold at a bargain; seventy per cent. can remain on bond and mortgage. Apply to HUGH N. CAMP, No. 106 Broadway, or to J. R. MALLORY, Nyack.

SEA-SHORE RESIDENCE FOR SALE—NEARLY an acre with water front, on Narragansett Bay, at Bristol, R. I.; house completely furnished; gas, bath, range, water, every improvement; fine view; boating and fishing; immediate possession. Apply to HUGH N. CAMP, No. 106 Broadway.

A BEAUTIFUL VILLAGE—FLEETWOOD.—Streets graded and laid out; 400 lots remaining unsold in this, the finest location in Westchester County, for sale at prices below those now obtained for inferior lands in this vicinity; grounds high and commanding; terms easy. Apply to JOHN STEVENS, Mount Vernon, N. Y.

KATONAH.—FOR SALE OPPOSITE JAY HOMEstead, within two miles of station, one of the most beautiful, as well as healthy, regions in the State, a gentleman's residence, with forty-six acres; a fine stone house, containing fifteen rooms, with all the conveniences of a city house; fine carriage-house, stable, cottage, grapery, &c. Apply to HUGH N. CAMP, No. 106 Broadway.

MERCURY 95° IN SHADE.—NEW-YORK, Brooklyn, or Jersey City are no places for men, women or children to live in during July and August. Rockaway, by the ocean, is the place to buy a lot and build a cottage. Go with Jere. Johnson, Jr., to his great sale next THURSDAY. Two tents, two bands, two trains, collation, Harrison. Full particulars of JERE. JOHNSON, Jr., No. 21 Park-row.

FOR SALE—THE WELL-KNOWN RESIDENCE OF Adams Bailey, at Scarsdale, Westchester County, one mile from depot. House built by City mechanics, and adapted for Summer or Winter occupancy; stands high, overlooking the Sound and Palisades. Easy terms. Apply to A. J. BLEECKER, SON & CO., No. 77 Cedar-st.

FOR SALE—A PLEASANT COUNTRY-SEAT IN THE suburbs of Hartford, Conn. The estate consists of a large stone house, with seventeen acres of land. For photographic views and detailed description of the property, apply to S. J. BESTOR, Esq., No. 240 Main-st., Hartford, or to Mr. PHILLIPS ABBOTT, at the law office of Messrs. Fuller & Blake, No. 16 Murray-st., New-York City, Room No. 6.

FOR SALE AT PLEASANTVILLE, WESTchester County, thirty miles from the City, by Harlem Railroad, the late residence of Caleb Wildey, deceased; it contains about five acres, and is handsomely situated on the main street, and has all kinds of fruit in abundance; buildings are in complete repair. Inquire of E. FROST, No. 318 Dean-st., Brooklyn, or on the premises; terms easy.

A VERY ATTRACTIVE HOME AT A VERY low price; one hour from New-York; eight minutes from depot; thirty daily trains; family mansion, thirteen rooms, conveniently arranged; three acres of land; fine shaded lawn, plenty of fruit, good stables, location unsurpassed; possession immediately. Address Box No. 57 Rahway, N. J.

SUMMIT, N. J.—FARM FOR INVESTMENT; A rare opportunity is now offered to purchase a farm near Summit, upon easy terms, which must prove a good investment, as it is in the line of improvement; location desirable; buildings good. Address A. H. J., Box No. 142 *Times* Office.

FOR SALE OR TO LET, FURNISHED—A handsome house of seven rooms, with large garden, in Haddam, Conn., within five minutes' walk of depot and steam-boat landing, in good neighborhood; schools and churches. Apply to ALBERT CLARK, No. 244 Canal-st.

LAND BY THE ACRE, ADJOINING THE CITY, at Williams Bridge.—Go to Jere. Johnson, Jr.'s great sale next THURSDAY, of the Palmer estate, to be sold by positive order of trustees. Free train. Collation. Grafulla's Band. Harrison. For tickets and maps, apply to JERE JOHNSON, Jr., No. 21 Park-row.

A HOME IN THE COUNTRY.—CENTRAL NEW-Jersey Land Improvement Company have houses, lots, and land by the acre for sale at all points on the line of the Central Railroad of New-Jersey. Apply to A. D. HOPE, No. 119 Liberty-st., or ELSTON MARSH.

EXECUTOR'S SALE OF THE FINEST GRAIN AND grass farm in Passaic Valley, on New-Jersey West Line Railroad, containing 116 acres, within thirty miles of this City. For description, terms, and trains inquire of JACQUES, No. 208 Broadway.

A DIP IN OLD OCEAN.—HOW INVIGORATING! This can be had every day by purchasing one of the elegant plots at Far Rockaway, to be sold, at auction by Jere. Johnson, Jr., next Tuesday. Two Trains, Two Bands, Two Tents. Grand collation. Free tickets of JERE. JOHNSON, Jr., No. 21 Park-row.

ORANGE, N. J.—COUNTRY HOUSES, LANDS, and village lots for sale; a great variety. Also, furnished and unfurnished houses to let for season or year, by WALTER E. SMITH, formerly Blackwell & Smith, Orange, corner Main and Cone sts.

FOR SALE OR TO RENT—A BEAUTIFUL LITtle cottage, with nine rooms, delightfully situated, commanding a fine view of the Hudson, having fruit and vegetable garden; will be rented or sold at a bargain. Address L. D. MANSFIELD, Nyack, N. Y.

FOR SALE—HUDSON RIVER FRONTS, TWENTYfive miles out; thirty acres in lots to suit. C. H. GREEN, Nyack, N. Y.

YOUR CHOICE OF THREE TASTY COTTAGES near Plainfield; will be sold low to close up; great bargain. JAQUES, No. 208 Broadway.

FINANCIAL.

THE
Consolidated First Mortgage Bonds
OF THE
ST. LOUIS
AND
South-Eastern Railway Co.
(CONSOLIDATED)
Of Illinois, Indiana, Kentucky, and Tennessee.
30 Year 7 Per Cent., With Sinking Fund of 2 1-2 Per Cent. of Gross Earnings.
PRINCIPAL AND INTEREST PAYABLE IN GOLD IN NEW-YORK. INTEREST SEMI-ANNUALLY, FEBRUARY AND AUGUST.

This road is formed by the Consolidation of the St. Louis and South-eastern, the Evansville, Henderson, and Nashville, and the Edgefield and Kentucky Railroads, and is the shortest and best possible route from ST. LOUIS and CHICAGO to NASHVILLE, MONTGOMERY, ATLANTA, MACON, MOBILE, SAVANNAH and CHARLESTON. Its superstructure and equipment are unsurpassed by any in the West.

The earnings for month of March were $114,450, sufficient to operate the road and pay the interest on all outstanding bonds.

Three hundred and fifty-eight miles of this road are completed and fully equipped. The Consolidated Bonds are issued at the rate of $21,000 per mile for the purpose of making a single debt, completing branches, and supplying equipment to meet the rapidly-increasing business. $1,600,000 have been sold, and we offer a limited number at 90 AND ACCRUED INTEREST IN CURRENCY.

The St. Louis Board of Trade recently passed a series of resolutions expressing the opinion "that this will become one of the best paying lines leading out of St. Louis," congratulating the stockholders on the honorable and able management of the property," expressing the belief "that the security offered by the Consolidated Mortgage Bonds to the amount of $21,000 per mile is good, and recommending them without hesitation as an investment to capitalists, both at home and abroad.

We unhesitatingly recommend these Bonds as an unexceptionable Railway Security.

Full particulars furnished upon application by
GEORGE OPDYKE & CO.,
No. 25 Nassau-st., New-York.
WINSLOW & WILSON,
No. 70 William-st., New-York.

A
SOUND INVESTMENT SECURITY.
7 PER CT. GOLD BONDS
OF THE
INDIANAPOLIS, BLOOMINGTON AND WESTERN RAILWAY.
AN EAST AND WEST TRUNK LINE.

Total Length of Line	420 miles
Completed	335 miles
In Operation	309 miles
Under Construction	85 miles

These BONDS have UNUSUAL STRENGTH, being secured by a FIRST and ONLY MORTGAGE on an extension of 217 miles, and are a liability of the entire corporation representing 420 miles.

NET EARNINGS of the Road LARGELY EXCEED ALL INTEREST.

Receipts for 1872 .... $1,359,690

A gain of $395,000 over 1871 on same number of miles.

Receipts for June, 1873 .... $136,178 44

An examination of the route will show conclusively that the road penetrates a country of great productive capabilities, has a local business far more than self-supporting, and that it is A TRUNK LINE.

Diverging at Champaign, the road has two Western terminal points, Peoria and Keokuk, from which, through its own connections, already in a forward state of construction, it will reach St. Paul, in Minnesota, and Grand Island, in Nebraska, the latter route following the borders of Missouri and Iowa, and passing through the rich South Platte Valley. The amount of through business from these sources, and from intersecting lines, will be of great magnitude.

From Indianapolis the Road has close connections with all the great diverging routes leading to the Atlantic coast, and also with Roads leading to the Ohio River and points South.

We offer the bonds at 90 and interest in currency, and, with our knowledge of the management and business of the Road, can recommend them UNQUALIFIEDLY as being
SAFE FOR ALL INVESTMENT PURPOSES.
TURNER BROTHERS
Bankers, No. 14 Nassau-st.

CITY OF ROCHESTER
7 PER CENT. BONDS.

BY VIRTUE OF AN ACT OF LEGISLATURE PASSED APRIL 27, 1872, ENTITLED "AN ACT TO SUPPLY THE CITY OF ROCHESTER WITH PURE AND WHOLESOME WATER," THE SAID CITY IS AUTHORIZED TO BORROW AN AMOUNT NOT EXCEEDING THREE MILLIONS OF DOLLARS, AND TO ISSUE BONDS THEREFOR, AND PLEDGE THE CREDIT OF THE CITY FOR THE PAYMENT OF THE SAME WITH INTEREST.

A. C. Wilder, Mayor, City of Rochester. Roswell Hart, President, Board Water Commissioners.

We offer the above bonds for Sale at PAR and interest from July 1, and unqualifiedly recommend them as a FIRST-CLASS investment. They have THIRTY YEARS to run, with interest payable January and July, at the office of the Transfer Agency, the Union Trust Company of New-York, and are issued in COUPON or REGISTERED FORM.

ROBINSON, CHASE & CO.
Bankers, No. 18 Broad-st.

HATCH & FOOTE
BANKERS,
No. 12 Wall-st., New-York.
WE PAY FOR GOLD AT OUR COUNTER THE PRICE "BID" AT THE GOLD EXCHANGE, AND SELL IT AT THE PRICE AT WHICH IT IS "OFFERED," IN SUMS TO SUIT.

Central Railroad Company of New-Jersey.
CONVERTIBLE BONDS
DUE 1902.
For sale at par and accrued interest. Apply to SAMUEL KNOX, Treasurer, No. 119 Liberty-st.

WOOD & DAVIS
Bankers,
AND
DEALERS IN RAILROAD BONDS.
Keep on hand a variety of choice Bonds to supply investors; execute orders for Government Securities, Gold, and Railroad Stocks; pay interest on deposits according to the nature of the account.
No. 31 Pine-st.
C. D. WOOD. SAM'L D. DAVIS.

FIRST MORTGAGE 8 PER CENT. BONDS
OF THE
MILWAUKEE AND NORTHERN RAILWAY,
☞ NOW COMPLETED AND FULLY EQUIPPED.
COUPON AND REGISTERED; INTEREST JUNE AND DECEMBER.
We offer these bonds for sale at 90 and accrued interest, believing them to be a secure, as well as a profitable investment. Full particulars furnished on application.
VERMILYE & CO., Nos. 16 and 18 Nassau-st.
GREENLEAF, NORRIS & CO., No. 66 Exchange-place.

WANTED—VIRGINIA BONDS AND PAST DUE coupons; North Carolina old and new bonds; Louisiana bonds and past due coupons; Memphis City past due coupons. Southern securities a specialty.
ARENTS & YOUNG, No. 9 New-st.

FINANCIAL.

$5,000,000
TOLEDO, WABASH & WESTERN
RAILROAD COMPANY'S
7 Per Cent. Mortgage Bonds.
PRINCIPAL AND INTEREST PAYABLE IN GOLD COIN.
Issued for the Purchase of Steel Rails.
Principal Due 1893. Interest Coupons Payable 1st February and 1st August, in City of New-York.

The Directors of this Trunk Line, between Toledo and St. Louis, comprising with its branches over 600 miles of completed road, have decided, in order to accommodate the great increase of traffic, to relay the ENTIRE LINE WITH STEEL RAILS, and for that purpose have issued $5,000,000 of 7 per cent. Mortgage Gold Bonds.

The steady increase of business over this line will be rapidly and greatly augmented by its connection with the Canada Southern Railroad, (which will be open for traffic in a few weeks,) rendering the substitution of steel rails a necessity.

The net earnings for the years 1871 and 1872, after paying the interest on the Mortgage debt of the company, were largely in excess of the amount necessary to pay the interest on this Mortgage.

The road has no floating debt. All the proceeds of these Bonds go to the permanent improvement of the property, experience having proved that by substituting steel for iron rails on roads doing so heavy a traffic the "saving" alone, without any allowance for increase of business, is sufficient to pay off at least four times the amount of this Mortgage before maturity. The advantage of employing steel rails is so great that all our Trunk Lines are adopting them to the exclusion of iron ones.

As the Bonds will only be issued so fast as the rails can be laid, we now offer for sale but $1,000,000, AT NINETY AND ACCRUED INTEREST IN CURRENCY.

The large earnings of this Road, with its future prospects, make this Bond, in our opinion, an undoubted security.

Winslow, Lanier & Co.,
NO. 27 PINE-ST.
Perkins, Livingston & Post,
NO. 31 NEW-ST.

LAKE SHORE AND
MICHIGAN SOUTHERN
RAILWAY COMPANY
NEW SINKING FUND BONDS,
COUPON AND REGISTERED.
$6,000,000,
Bonds due Oct. 1, 1882, with Interest at Seven Per Cent., payable semi-annually, April and October, at the office of the Union Trust Co. of New-York.
$600,000, or Ten Per Cent. of the Loan, to be retired annually by the Sinking Fund.
Coupon Bonds of .... $1,000 each.
Registered Bonds of $1,000, $5,000, and $10,000 each.
Price, 94 and Accrued Interest.
ROBINSON, CHASE & CO.,
BANKERS, NO. 18 BROAD-ST.

GEORGE OPDYKE & CO.,
NO. 25 NASSAU-ST.,
OFFER FOR SALE AND CONFIDENTLY RECOMMEND
LAKE ONTARIO SHORE RAILROAD FIRST MORTGAGE Seven per cent. Gold Bonds.
ST. LOUIS AND SOUTH-EASTERN CONSOLIDATED Seven per cent. Gold Bonds.
ATCHISON, TOPEKA, AND SANTA FE FIRST MORTGAGE Seven per cent. Gold Bonds.
ATCHISON, TOPEKA, AND SANTA FE LAND-GRANT Seven per cent. Gold Bonds.
Desirable WESTERN COUNTY BONDS, yielding Ten per cent. Interest.
TOWN Seven per sent. BONDS, State of New-York.

VERMILYE & CO.
BANKERS,
16 and 18 Nassau-st., New-York.
DEALERS IN ALL ISSUES OF GOVERNMENT SECURITIES.
FIRST-CLASS RAILROAD AND MUNICIPAL BONDS ALWAYS ON HAND FOR INVESTMENT.
BUY AND SELL ON COMMISSION
RAILWAY STOCKS, BONDS, AND GOLD,
MAKING LIBERAL ADVANCES.
INTEREST ON DEPOSITS.

PACIFIC RAILROAD (OF MISSOURI.)

Pursuant to the provisions of a deed of mortgage made to the undersigned as trustees by the Pacific Railroad (of Missouri,) dated July 1, 1871, to secure certain bonds of that Company, known as its SECOND MORTGAGE BONDS, the undersigned hereby invite proposals to be made by the holders of such bonds to sell them to the said trustees, fifty thousand dollars having been paid to the undersigned by said company to be appropriated to the purchasing, canceling, and returning to the company said bonds, as provided in said deed of mortgage. Such proposals must be made in writing and sent to the undersigned before 12 o'clock noon of MONDAY, the 14th day of July, 1873, at the office of the Atlantic and Pacific Railroad Company, No. 287 Broadway, in the City of New-York, stating the number of said bonds offered for sale, and the lowest price asked for the same. The lowest bidders will be notified of the acceptance of their proposals.

EDWIN D. MORGAN,
JOSEPH SELIGMAN,
New-York, July 1, 1873. Trustees.

ROCHESTER CITY SEVEN PER CENT. WATER LOAN.
Due in thirty years.
NEW YORK, BROOKLYN, and JERSEY CITY WATER LOAN, SEVEN PER CENT.
For sale. GEORGE K. SISTARE, No. 24 Nassau-st.

JOHN MUNROE & CO.,
BANKERS, NO. 8 WALL-ST., NEW-YORK,
ISSUE CIRCULAR LETTERS OF CREDIT ON MUNROE & CO., PARIS, AND ON THE CONSOLIDATED BANK, LONDON.

BROWN BROTHERS & CO.,
NO. 59 WALL-ST.,
ISSUE COMMERCIAL and TRAVELERS' CREDITS AVAILABLE in all PARTS of the WORLD.

QUARTERLY REPORT OF THE ELEVENTH WARD BANK on SATURDAY, 28th day of June, 1873.

RESOURCES.

Loans and discounts	$600,236 74
Overdrafts	155 09
Due from banks	20,103 89
Real estate banking-house	40,494 25
Other real estate	16,431 53
Cash items, viz.:	27,495 00
New-York State bonds	5,000 00
New-Jersey State bonds	9,000 00
Bills of solvent banks and United States legal-tender notes	34,158 43
Loss and expense account	6,826 41
Exchanges for Clearing-house	41,170 98
Total	$801,072 32

LIABILITIES.

Capital	$200,000 00
Profits	27,990 54
Due depositors on demand	572,959 28
Dividend unpaid	122 50
Total	$801,072 32

State of New-York, County of New-York, ss.—JOHN ENGLIS, President, and CHAS. E. BROWN, Cashier of the Eleventh Ward Bank, a banking association located and doing business at No. 147 Avenue D, in said county, being duly and severally sworn, each for himself, saith that the foregoing is in all respects a true statement of the condition of the said bank, before the transaction of any business on the morning of Saturday, the 28th day of June, 1873, in respect to each and every of the items and particulars above specified, according to the best of his knowledge and belief; and that the business of the said bank has been and is transacted at the location aforesaid.

Severally subscribed and sworn by both deponents the 11th day of June, 1873.
W. W. LYON, Notary Public of New-York County.
JOHN ENGLIS, President.
(Signed.) CHAS. E. BROWN, Cashier.

OFFICE OF THE CONSOLIDATION COAL COMPANY OF MARYLAND, No. 71 BROADWAY, ROOM NO. 44, NEW-YORK, July 1, 1873.

TO THE HOLDERS OF THE FIRST MORTGAGE Bonds of the Cumberland Coal and Iron Company.—The undersigned will receive proposals until 12 o'clock on the 12th inst., at the office of the Consolidation Coal Company, No. 71 Broadway, for the sale to them of the whole or any part of $30,000 of said bonds, for the purpose of the Sinking Fund.
JAMES BROWN,
JOHN E. WILLIAMS,
LOWELL HOLBROOK, Trustees.

INSURANCE SCRIP.—ATLANTIC, COMMERCIAL AND UNION SCRIP, wanted by WM. C. GILMAN, No. 46 Pine-st.

FINANCIAL.

George Opdyke & Co., Bankers, No. 25 Nassau-st., New-York, like an incorporated Bank, receive deposits subject to check at sight, with the additional advantage to Depositors of Interest on daily Balances.

SOUTH-SIDE RAILROAD
OF LONG ISLAND
7 Per Cent. First Mortgage Bonds,
DUE 1892. COUPON AND REGISTERED.
The BOND is safe and profitable.
The ROAD is successful and increases daily in prosperity.
FOR SALE BY
JACOB R. SHIPHERD & CO., Bankers,
No. 24 Pine-st.

AGENCY OF THE
BANK OF BRITISH NORTH AMERICA,
No. 52 Wall-street.
COMMERCIAL CREDITS
issued for use in Europe, China and Japan, the East and West Indies, and South America. Also, Circular Letters of Credit for Travelers, available in all parts of the World.
Demand and Time Bills of Exchange, payable in London and elsewhere, bought and sold at current rates. Also, Cable Transfers.
Demand Drafts on Scotland and Ireland, also on Canada, British Columbia and San Francisco. Bills collected and other Banking business transacted.
JOHN PATON, Agent.

TREASURY DEPARTMENT, OFFICE OF CONTROLLER OF THE CURRENCY, WASHINGTON, May 3, 1873.

NOTICE IS HEREBY GIVEN TO ALL PERsons who may have claims against "The Atlantic National Bank, of New-York," that they are called upon to present the same, and to make legal proof thereof to Charles E. Strong, Receiver, at the office of said bank, in New-York City.
JOHN JAY KNOX, Controller of the Currency.

DIVIDENDS.

Knickerbocker Fire Insurance Co.
OF NEW-YORK.
(ESTABLISHED 1787.)
OFFICE No. 64 WALL-ST., NEW-YORK, July 10, 1873.

At a meeting of the Board of Directors held this day the usual Semi-annual Dividend of Five per Cent. on the Capital Stock of the Company was declared payable on and after the 15th inst. Also, an
EXTRA DIVIDEND
OF FIVE PER CENT.
payable at the same time.
The transfer-books will be closed until the 15th inst.
By order of the Board.
J. L. TOWNSEND, Secretary.

FORTY-THIRD DIVIDEND.
OFFICE OF THE
CLINTON FIRE INS. CO.,
NO. 156 BROADWAY.
A Semi-annual Dividend of FIVE (5) PER CENT. has been declared, payable on demand.
JOHN BARRY, Secretary.
NEW-YORK, July 3, 1873.

Twenty-Fifth Dividend.
OFFICE OF THE
Germania Fire Insurance Company,
No. 175 Broadway.
NEW-YORK, July 2, 1873.
At a meeting of the Directors of the Company, held to-day, there was declared a Half-Yearly Dividend of
FIVE (5) PER CENT.,
payable to the stockholders on demand.
HUGO SCHUMANN, Secretary.

OFFICE OF THE
MANUFACTURERS' AND BUILDERS'
FIRE INSURANCE COMPANY,
No. 207 BROADWAY, CORNER FULTON-ST.,
NEW-YORK, July 9, 1873.
The Board of Directors have this day declared the usual Semi-annual Dividend of Five (5) per Cent., payable on and after the 10th inst.
J. JAY NESTELL, Secretary.

DIVIDEND.
OFFICE OF THE NEW-YORK EQUITABLE INSURANCE COMPANY, No. 58 WALL-ST., NEW-YORK, July 8, 1873.
The Board of Directors have this day declared a Semi-annual Dividend of Ten per Cent., payable on and after the 11th inst.
JOHN MILLER, Secretary.

OFFICE OF THE
TRADESMAN'S FIRE INSURANCE COMPANY,
No. 163 BROADWAY, NEW-YORK.
NEW-YORK, July 8, 1873.
A Semi-annual Dividend of Five (5) per Cent. has this day been declared, payable on demand.
T. Y. BROWN, Secretary.

THIRTIETH DIVIDEND.
OFFICE OF THE ARCTIC FIRE INSURANCE COMPANY, No. 104 BROADWAY, NEW-YORK, July 10, 1873.
A Dividend of FIVE PER CENT. has been declared, payable to the stockholders, or their legal representatives, on demand.
CHAS. BAMBURG, Secretary.

THE BANK FOR SAVINGS, No. 67 BLEECKER-ST., NEW-YORK, July 9, 1873.
THE BOARD OF TRUSTEES HAVE THIS day declared the usual interest, under the provisions of the by-laws, for the last six months ending the 30th of June, as follows:
At the rate of five per cent. per annum on all sums of $5 and under $500, and of four per cent. on all sums amounting to $500 and upward, payable on and after the third Monday, being the 21st of this month.
The interest is carried at once to the credit of depositors as principal on the 1st inst., where it stands exactly as a deposit.
It will be entered on the pass-books at any time when required on and after the 21st inst.
CHARLES R. SWORDS, Secretary.

PHILADELPHIA AND READING RAILROAD COMPANY, OFFICE No. 227 South 4TH-ST., PHILADELPHIA, June 25, 1873.
DIVIDEND NOTICE.—THE TRANSFER-BOOKS of this Company will be closed on June 30, and reopened on Monday, July 14.
A Dividend of Five per Cent. has been declared on the Preferred and Common Stock, clear of State tax, payable in cash on and after the 23d of July next to the holders thereof, as they stand registered on the books of the Company at the close of business on the 30th inst., all payable at this office.
All orders for dividends must be witnessed; blank orders for dividends can be obtained at this office.
S. BRADFORD, Treasurer.

LONG ISLAND INSURANCE COMPANY, No. 203 Montague-st., BROOKLYN, July 10, 1873.
STOCKHOLDERS' DIVIDEND.—A DIVIDEND of EIGHT PER CENT. has this day been declared out of the profits of the last six months, payable to the stockholders on demand.
POLICY-HOLDERS' DIVIDEND.—A scrip return of SEVENTY PER CENT. of premiums has been declared to policy-holders entitled to participate in the profits, for which certificates will be issued Oct. 1, 1873.
ALSO,
SIX PER CENT. INTEREST on the outstanding Scrip, payable at the same time.
WM. W. HENSHAW, Secretary.

TO HOLDERS OF OHIO STATE STOCKS.—Notice is hereby given that the interest due on the 1st day of July, 1873, on the funded debt of the State of Ohio will be paid at the American Exchange National Bank, of New-York, from the 1st to the 16th prox., and thereafter at our office in this city. The transfer-books will be closed on the 15th inst. and reopened on the 16th prox.
COLUMBUS, Ohio, June 13, 1873.
JAMES WILLIAMS, Auditor of State,
A. T. WIKOFF, Secretary of State,
F. B. POND, Attorney General,
Commissioners of the Sinking Fund of State of Ohio.

SAVANNAH BANK AND TRUST COMPANY, SAVANNAH, Ga., July 7, 1873.
DIVIDEND NO. 8.—THE BOARD OF DIRECTORS have this day declared a Semi-annual Dividend of Four per Cent., payable on demand. New-York stockholders will obtain their checks at the Fourth National Bank.
M. HATCH, Vice President.

OFFICE OF THE STAR FIRE INSURANCE COMPANY, No. 161 BROADWAY, NEW-YORK, June 9, 1873.
THE BOARD OF DIRECTORS OF THIS COMpany have this day declared a Dividend of Five per Cent., payable on demand.
JAMES M. HODGES, Secretary.

ATLANTIC AND PACIFIC RAILROAD COMPANY.—The Quarterly Dividend of One and One-quarter per Cent. on the Capital Stock of the Pacific Railroad (of Missouri) will be paid at the office of this company, No. 287 Broadway, New-York, July 15, 1873, to stockholders of record on July 10, 1873.
NEW-YORK, July 1, 1873. A. V. STOUT, Treasurer.

DELAWARE, LACKAWANNA, AND WESTERN RAILROAD COMPANY, No. 26 EXCHANGE-PLACE, NEW-YORK, June 17, 1873.
A DIVIDEND OF FIVE (5) PER CENT. IN CASH will be paid to the stockholders on the 15th July.
The transfer-books will be closed from 20th June until morning of 21st July.
A. J. ODELL, Treasurer.

THE COUPONS OF THE TEXAS AND PACIFIC Railroad Company of both Land and Construction Bonds, due July 1, 1873, will be paid on presentation at the office of the company, No. 50 Exchange-place.
EDWARDS PIERREPONT, Treasurer.

BANK OF KENTUCKY.—DIVIDEND.—THE Bank of Kentucky has declared a Semi-annual Dividend of (5) FIVE PER CENT. free from Government tax, payable to the New-York stockholders, at the Bank of America, on demand.

FARMERS' BANK OF KENTUCKY.—DIVIDEND.—The Farmers' Bank of Kentucky has declared a Semi-annual Dividend of (4) FOUR PER CENT. free from Government tax, payable to the New-York stockholders, at the Bank of America, on demand.

DIVIDENDS.

PHENIX Insurance Co.,
OF BROOKLYN, N. Y.
JULY 9, 1873.
This Company have declared a SEMI-ANNUAL DIVIDEND of FIVE (5) per Cent., payable on demand, at their office in New-York,
NO. 173 BROADWAY.
PHILANDER SHAW, SECRETARY.

THIRTY-SEVENTH DIVIDEND.
STUYVESANT
FIRE INSURANCE COMPANY,
No. 122 BOWERY
and
No. 200 BROADWAY.

CASH CAPITAL	$200,000 00
SURPLUS, JULY 1, 1873	171,475 76

NEW-YORK, July 10, 1873.
The Board of Directors have this day declared a semi-annual dividend of
SEVEN PER CENT.,
payable on demand at the office, No. 122 Bowery.
GEO. B. RHOADS, Secretary.

SIXTY-THIRD DIVIDEND.
OFFICE OF THE
FIREMEN'S INSURANCE COMPANY,
No. 153 BROADWAY, NEW-YORK, July 2, 1873.
THE BOARD OF DIRECTORS HAVE THIS day declared a Semi-annual Dividend of Five per Cent., payable on and after the 9th inst.
THADDEUS J. WHITLOCK, Secretary.

SAFEGUARD
FIRE INSURANCE COMPANY,
NO. 152 BROADWAY.
NEW-YORK, July 9, 1873.
A DIVIDEND OF
FIVE PER CENT.
has this day been declared, payable on demand.
JAMES YERRANCE, Secretary.

THIRTY-FOURTH DIVIDEND.
THE PARK FIRE INSURANCE COMPANY, No. 170 BROADWAY, CORNER MAIDEN-LANE, NEW-YORK, July 1, 1873.

CASH CAPITAL	$200,000 00
NET ASSETS 1st July, 1873	376,230 31

A Semi-annual Dividend of TEN PER CENT. is payable on demand.
WM. JAFFRAY, President.
WILLIAM VALENTINE, Secretary.

OFFICE OF CHICAGO AND NORTH-WESTERN RAILWAY COMPANY, No. 52 WALL-ST., NEW-YORK, June 20, 1873.
A DIVIDEND OF THREE AND ONE-HALF PER cent. has been declared upon the Preferred Stock of this Company, payable at this office on and after the 15th of July to the stockholders of record at the closing of the books on the 28th of June.
The transfer-books will reopen on the 19th of July, at 10 A. M.
C. R. MARVIN, Treasurer.

OFFICE EMPIRE CITY FIRE INSURANCE COMPANY, NEW-YORK, July 1, 1873.
FORTY-THIRD DIVIDEND.—THE DIRECTORS have this day declared a Semi-annual Dividend of Five per Cent., payable on demand.
LINDLEY MURRAY, Jr., Secretary.

OFFICE OF THE AMERICAN EXCHANGE FIRE INSURANCE COMPANY, NEW-YORK, July 9, 1873.
SIXTEENTH DIVIDEND.—THE BOARD OF Directors have this day declared a Semi-annual Dividend of Five (5) per Cent., payable on demand.
WILLIAM RAYNOR, Secretary.

OFFICE OF THE GLOBE FIRE INSURANCE COMPANY, No. 176 BROADWAY, NEW-YORK, July 7, 1873.
SEVENTEENTH DIVIDEND.—THE BOARD OF Directors have THIS DAY declared the usual semi-annual Dividend of Five (5) per cent., and also an extra Dividend of Two and One-half (2½) per cent., both payable on demand.
ALFRED A. REEVES, Secretary.

OFFICE OF RELIEF FIRE INSURANCE COMPANY, No. 149 BROADWAY, NEW-YORK, July 9, 1873.
THIRTY-FIRST DIVIDEND.—THE BOARD OF Directors have THIS DAY declared a Dividend of Five per Cent., payable on demand.
W. E. CRARY, Secretary.

OFFICE OF THE CITIZEN'S INSURANCE COMPANY, No. 156 BROADWAY, NEW-YORK, July 9, 1873.
DIVIDEND.—AN INTEREST DIVIDEND OF Three and a Half per Cent. is payable on demand.
E. A. WALTON, Secretary.

DIVIDEND.—THE MECHANICS' AND TRADERS' Fire Insurance Company, No. 48 Wall-st., has this day declared a Semi-annual Dividend of Ten (10) per Cent. payable on demand.
JOHN M. TOMPKINS, Secretary.
NEW-YORK, July 3, 1873.

THE ELEVENTH WARD BANK, NEW-YORK, June 23, 1873.
TWELFTH DIVIDEND.—A SEMI-ANNUAL Dividend of (3½) Three and one-half per Cent. has been declared, payable on and after July 3, 1873.
CHAS. E. BROWN, Cashier.

STANDARD FIRE INSURANCE COMPANY.—Office No. 117 Broadway, New-York, July 8, 1873.
A Dividend of SIX per Cent. is payable on demand.
WILLIAM M. ST. JOHN, Secretary.

FIRE INSURANCE STOCKS FOR SALE.—Home, Germania, Lorillard, Fireman's, Star, Adriatic, and others.
E. S. BAILEY, No. 65 Wall-st.

SURROGATE NOTICES.

SURROGATE'S COURT, COUNTY OF NEW-York.—Administration on the personal estate of PIERRE BERNARD BERGES, deceased, having heretofore been granted to Marie Victoire Berges and others by competent authority at Bordeaux, in the Republic of France, the place of domicile of said deceased, and administration on the personal estate of said deceased in the County of New-York having been applied for by Charles A. DuVivier, notice is hereby given to all creditors of said deceased, resident in the State of New-York, to present their claims to the said Charles A. Du Vivier, at the office of Coudert Brothers, No. 49 Wall-street, in the City of New-York, on or before the 4th day of August, 1873, at 11 o'clock in the forenoon of which day, and at which hour, the application aforesaid will be heard by the Surrogate of the County of New-York, at his office in the New County Court-house, in the City of New-York.—Dated New-York, Jan. 24, 1873.
ROBERT C. HUTCHINGS, Surrogate.
jan25-1aw6mF*

IN PURSUANCE OF AN ORDER OF ROBERT C. Hutchings, Esq., Surrogate of the County of New-York, notice is hereby given to all persons having claims against GUSTAV HEINRICH WITTHAUS, late of the City of New-York, merchant, deceased, to present the same, with vouchers thereof, to the subscriber, at the office of Rudolph August Witthaus, No. 34 West 35th-st., in the City of New-York, on or before the 27th day of September next.—Dated, New-York, the 19th day of March, 1873.
JULIA CATHARINE WITTHAUS,
RUDOLPH AUGUST WITTHAUS,
FRANCIS TILLOU,
EDWIN JULIUS WITTHAUS,
GUSTAVUS HENRY WITTHAUS, Jr.,
m22-1aw6mS* Executrix and executors.

NOTICE IS HEREBY GIVEN, IN PURSUANCE of an order of the Surrogate of the County of New-York, and according to law, to all persons having claims against ELIZABETH McLEOD, late of the City of New-York, deceased, that they are required to exhibit the same, with the vouchers thereof, to the subscriber, the executor of the last will and testament of the said deceased, at the subscriber's office and place of transacting business, No. 74 (seventy-four) Broadway, in the City of New-York, on or before the 28th day of August next.—Dated New-York, the 21st day of February, 1873.
f22-1aw6mS JOHN M. MASON, Executor.

IN PURSUANCE OF AN ORDER OF ROBERT C. Hutchings, Esq., Surrogate of the County of New-York, notice is hereby given to all persons having claims against GEORGE NEWSCHAFER, late of the City of New-York, deceased, to present the same, with vouchers thereof, to the subscriber, at her residence, No. 219 East Thirty-first-street, in the City of New-York, on or before the 22d day of July next.—Dated New-York, the 15th day of January, 1873.
CATHARINE NEWSCHAFER, Executrix.
SAMUEL W. TUTTLE, Proctor for Executrix.
ja18-1aw6moS*

IN PURSUANCE OF AN ORDER OF ROBERT C. Hutchings, Esq., Surrogate of the County of New-York, notice is hereby given to all persons having claims against DAVID S. BROWN, late of the City of New-York, soap manufacturer, deceased, to present the same, with vouchers thereof, to the subscribers, at their place of business, No. 10 Peck-slip, in the City of New-York, on or before the 10th day of October next.—Dated New-York, the 3d day of April, 1873.
FRANKLIN BROWN,
SAMUEL BROWN,
a5-1aw6mS* Executors.

IN PURSUANCE OF AN ORDER OF ROBERT C. Hutchings, Esq., Surrogate of the County of New-York, notice is hereby given to all persons having claims against LEONARD LEE, late of the City of New-York, deceased, to present the same, with vouchers thereof, to the subscriber, at his place of transacting business, office of C. Minor & D. R. Jaques, No. 25 Chambers-street, in the City of New-York, on or before the 3d day of January next.—Dated New-York, the 26th day of June, 1873.
W. F. HAVEMEYER, Executor, &c.
je28-1aw6mS*

IN PURSUANCE OF AN ORDER OF ROBERT C. Hutchings, Esq., Surrogate of the County of New-York, notice is hereby given to all persons having claims against CHARLES K. TRASK, late of the City of New-York, deceased, to present the same, with vouchers thereof, to the subscriber, at his place of business, Nos. 5 and 6 Washington Market, in the City of New-York, on or before the first day of November next.—Dated New-York, the 18th day of April, 1873.
GEO. H. CHASE,
HALSEY W. KNAPP, Executors.
ap26-1aw6mS*

IN PURSUANCE OF AN ORDER OF ROBERT C. Hutchings, Esq., Surrogate of the County of New-York, notice is hereby given to all persons having claims against THOMAS BAILEY, late of the City of New-York, deceased, to present the same, with vouchers thereof, to the subscriber, at the office of A. V. W. Van Vechten, No. 46 Pine-street, in the City of New-York, on or before the 15th day of October next.—Dated New-York, the 4th day of April, 1873.
HANNAH BAILEY, Executrix.
ap5-1aw6mS*

IN PURSUANCE OF AN ORDER OF ROBERT C. Hutchings, Esq., Surrogate of the County of New-York, notice is hereby given to all persons having claims against CHARLES MORGAN, late of the City of New-York, deceased, to present the same, with vouchers thereof, to the subscriber, at his place of transacting business, No. 39 William-street, in the City of New-York, on or before the 15th day of December next.—Dated New-York, the 5th day of June, 1873.
je7-1aw6mS EDWARD MORGAN, Executor.

STORES, &C., TO LET.

OFFICES TO LET
IN
TIMES BUILDING.
SPLENDID OFFICES TO LET IN THE FIRE-PROOF TIMES BUILDING.
Apply at TIMES COUNTING-ROOM.

TO FURNITURE AND PIANO-FORTE MANufacturers.—To let or lease the elegant building, corner of 5th-av. and 21st-st., only 130 feet west of Broadway.
The building on Broadway, adjoining the above, will be sold if desired.
The whole property is highly desirable for a first-class dry-goods house. For particulars, apply to
E. H. LUDLOW & CO.,
No. 3 Pine-st., or,
No. 35 East 17th-st., Union-square.

RELIGIOUS NOTICES.

GRACE CHAPEL.—SEATS FREE. THIS CONgregation will worship on the Fifth SUNDAY after Trinity, in Grace Church, Broadway and 10th-st. Services at 11 A. M., and 5 P. M. Strangers cordially invited to attend.

ASSOCIATION HALL.
Y. M. C. A. RECEPTION.
MONDAY EVENING, July 14.
Illusion, Mystery, and Prestidigitation.
by
Dr. MEHAY, from Paris.

ALLEN-STREET M. E. CHURCH, BEtween Rivington and Delancey sts. Rev. WM. H. THOMPSON, Pastor.—Preaching at 10:30 A. M. by Rev. FRANK L. WILSON, and 7:45 P. M. by the Pastor. Sacrament at 3 o'clock. Sunday-school at 9 A. M. and 2 P. M. Young people's prayer-meeting at 6 o'clock. Seats free. All made welcome.

ASSOCIATION HALL.—REV. W. W. ATTERBURY, D. D., will speak to the young men at 23d-st., corner 4th-av., at 8 o'clock SUNDAY EVENING. Service of song at 7:30 o'clock. Young men's prayer meetings on THURSDAY and SATURDAY EVENINGS. Daily Union prayer meeting at 4 o'clock P. M. every day.

ALL ARE CORDIALLY INVITED.—REV. F. L. DAVIES, Pastor of Berean Baptist Church, corner Downing and Bedford sts., will preach SABBATH MORNING and EVENING, at the usual hours. Subject in the evening—*Caring for the Soul.*

AT TEMPLE HALL, NO. 229 BOWERY.—SUNDAY, July 13, Elder J. B. POTTER, of Connecticut, will preach at 10:30 A. M., and 3 and 7:30 P. M. Come and hear; seats free.

BROADWAY TABERNACLE CHURCH.—This church will be open for Divine service every SABBATH during the Summer at 10:30 A. M. and 7:45 P. M. During the month of July, Prof. WM. M. BARBOUR, of Bangor, will preach.

ALL SAINTS' FREE CHURCH, CORNER Henry and Scammel sts., New-York. Rev. WM. N. DUNNELL, Rector.—Divine services SUNDAY at 10:30 A. M., 7:30 P. M. Seats free.

CHURCH OF SEA AND LAND, CORNER OF Market and Henry sts. Rev. E. HOPPER, D. D., Pastor.—Services every SABBATH at 10:30 A. M. and 7:45 P. M. Sunday-school at 2:30 A. M. and 2 P. M. Young people's prayer-meeting at 7 P. M. Seats free.

CENTRAL BAPTIST CHURCH, SOUTH SIDE of West 42d-st., between 7th and 8th avs.—Preaching by W. L. KOLB, of Madison University, at 10:30 A. M. and 7:45 P. M. Subject of the evening sermon—*Young Men.*

CHURCH OF THE REFORMATION, 50TH-st., between 4th and Lexington avs. Rev. U. T. TRACY, Rector.—Service on SUNDAY next at 10:45 A. M. Sunday-school at 9:30 A. M., during the Summer season.

DECLINE OF METHODISM—ITS CAUSES—Will be elucidated by Rev. T. T. KENDRICK, SABBATH MORNING, at 10½ o'clock, at the First Methodist Church, Grand, near 5th-st., Brooklyn, E. D. Evening at 7:45. Subject—*Light for Young People.* Seats free.

EVANGELICAL LUTHERAN CHURCH OF THE HOLY TRINITY, 21st-st., near 6th-av., Rev. G. F. KROTEL, D. D., Pastor.—Services SUNDAY, 13th inst., at 10:30 A. M. Strangers welcome.

FOURTH-STREET METHODIST PROTESTANT CHURCH, corner of South 3d-st., Williamsburg, Rev. J. J. WHITE, Pastor.—Preaching SUNDAY NIGHT at 7:30. Sunday-school at 2 P. M. Union Social Meeting at 3:30 P. M., preceded by the Sacrament, to which all Christians are invited. Seats free.

FIRST FREE METHODIST CHURCH, 37TH-st., between 8th and 9th avs.—The Pastor, M. F. DOWNING, will preach on SUNDAY next, MORNING and EVENING, the Lord willing. Sunday-school at 2 P. M. Prayer-meeting at 6:30. Seats free. Strangers invited.

FIRST BAPTIST CHURCH, CORNER 39TH-st. and Park-av.—Preaching at 10:30 o'clock A. M. and 7:45 o'clock in the EVENING, by the Pastor, Rev. THOMAS D. ANDERSON, D. D. Sunday-school, 9 A. M. Prayer-meeting, 7:15 P. M.; also WEDNESDAY EVENING. Strangers especially welcome.

FREE TABERNACLE OF THE M. E. CHURCH, 34th-st., between 7th and 8th avs.—Rev. JOHN E. COOKMAN, Pastor. Preaching at 10:30 A. M. and 7:45 P. M. Seats free. The public welcome.

GREAT UNION HOME CAMP-MEETING, at Sea Cliff Grove, will close on the 15th. Distinguished ministers and laymen will participate until close. The Sea Cliff House is open. Tents and all accommodations can be obtained at reasonable rates.

LEXINGTON-AVENUE M. E. CHURCH, corner of 52d-st.; Rev. F. S. DEHASS, D. D., Pastor.—This Church will remain open during the Summer. Preaching on SUNDAY MORNING and EVENING at 10:30 and 8 o'clock, by the Pastor. All seats free; strangers cordially invited.

MOST IMPORTANT QUESTION.—BISHOP SNOW, of Mount Zion Church of Christ, will preach in the University, Washington-square, on SUNDAY at 3 P. M. Seats free. Subject—*Has the Hour of God's Judgment Come?*—Rev., chap. xiv.

MORNING STAR SUNDAY-SCHOOL.—Monthly concert SUNDAY, 2:30 P. M., No. 169 West 26th-st., corner 7th-av. Singing, speaking, and addresses by prominent speakers.

NEW-YORK PORT SOCIETY.—PREACHING SUNDAY in the church corner of Catharine and Madison sts., at 10:45 A. M., and 7:30 P. M., by the Pastor, Rev. E. D. MURPHY, at 3 P. M.; at No. 278 Water-st., by Rev. O. B. BIDWELL; and at No. 275 West-st. by the Associate Pastor, Rev. BENJ. F. MILLARD.

OLD JOHN-STREET M. E. CHURCH, BEtween Nassau and William sts.—Preaching by the Pastor, Rev. N. Y. CHENEY, at 10:30 A. M. and 7:45 P. M. Seats free; all cordially invited.

REV. WAYLAND HOYT, PASTOR,
will preach in the
TABERNACLE BAPTIST CHURCH,
2D-AV. AND 10TH-ST.,
(until the reopening of
STEINWAY HALL, IN OCTOBER,)
EVERY SUNDAY AT 10:30 A. M. AND 7:45 P. M.
Subject for Evening Sermon:
Habit.

REV. GEORGE THOMAS DOWLING, OF Providence, the son of the Pastor, will preach at the South Baptist Church, 25th-st., near 8th-av., on SUNDAY MORNING and EVENING; also, on the following SUNDAY, July 20. All are invited, especially the young.

REV. DAVID B. JUTTEN, PASTOR OF SIXteenth-street Baptist Church, West 16th-st., near 8th-av., will preach on SUNDAY MORNING, 10:30; EVENING, 7:45. Services will be continued in this church during the Summer, the Pastor, Rev. D. B. JUTTEN, preaching morning and evening.

REV. L. S. WEED, D. D., WILL PREACH in the Beekman Hill M. E. Church, SABBATH MORNING at 10:30 o'clock. Preaching by the Pastor, Rev. W. C. STEEL, in the EVENING at 7:45 o'clock. Seats free. Strangers made welcome.

REV. JONATHAN EDWARDS, D. D., OF Peoria, Ill., will preach each SABBATH during July in the West Presbyterian Church, West 42d-st., between 5th and 6th avs. Dr. Hastings' Service at 11 A. M. Strangers cordially invited.

REV. WM. ORMISTON, D. D., WILL PREACH in the Collegiate Reformed Dutch Church, 5th-av., corner 29th-st., SABBATH, July 13, MORNING and EVENING. Morning service at 10:30 A. M.; Evening at 8 P. M.

REV. HENRY DARLING, D. D., OF ALBANY, will preach in the Madison-square Presbyterian Church, corner Madison-av. and 24th-st., SUNDAY, at 10:30 A. M., and on succeeding Sabbaths in July, at same hour.

REV. D. HENRY MILLER, D. D. (PASTOR elect,) preaches in Plymouth Baptist Church, 51st-st., between 9th and 10th avs., on SUNDAY, at 10:30 A. M. and 7:45 P. M.

REV. J. F. ELDER, PASTOR, WILL PREACH ON SUNDAY, in the Madison-avenue Baptist Church, corner 31st-st., at 10:30 A. M. and 8 P. M. Sunday-school at 9 A. M.

SEVENTH-AVENUE UNITED PRESBYTERIAN CHURCH, between 12th and 13th sts., Rev. S. H. GRAHAM, Pastor.—Preaching as usual SABBATH MORNING and AFTERNOON, at 10:30 and 3:30 o'clock; also in the EVENING at 7:45 in the Harvard Rooms, south-west corner of 6th-av. and 42d-st. Seats free. Psalm-singing strangers are cordially invited.

SPRING-STREET PRESBYTERIAN CHURCH, near Varick.—SUNDAY, July 13, Preaching by the Pastor, Rev. GEORGE MCCAMPBELL, at 10:30 A. M. Subject—*What Becomes of Our Prayers.* Young People's Prayer-meeting at 7:45 P. M. All are cordially invited to these services.

ST. AMBROSE CHURCH.—REV. FREDERICK SILL, Rector, will preach his fourteenth annual discourse in the Parish Church, corner of Prince and Thompson sts., on SUNDAY, the 13th inst. Former parishioners and others are invited. Sittings free, with the usual offertory.

ST. LUKE'S HOSPITAL.—REV. WM. KIRKUS will preach in the chapel of the hospital on SUNDAY EVENING, at 7:30 o'clock. Collection for hospital charity.

SEVENTEENTH-STREET M. E. CHURCH, between 1st and 2d avs.—Rev. WM. H. BOOLE, Pastor, will preach SUNDAY MORNING and EVENING. Seats free. Prayer-meeting at 6:30 P. M.

THE FIRST BAPTIST CHURCH, OF HARlem, having changed their place of worship from Harlem Hall to the building known as the "Old Methodist Church," on 125th-st., between 3d and 4th avs., will meet there for the first time on SUNDAY, July 13. Services at 10:30 A. M. and 7:45 P. M. Sunday-school at 2 P. M. Rev. GEO. W. SAMSON, D. D., to whom a call has been extended, will preach morning and evening.

THE FOURTH PRESBYTERIAN CHURCH, 34th-st., near 6th-av., will be open for Divine service every SABBATH MORNING, at 10:30 o'clock, during July. Rev. G. J. MINGINS will occupy the pulpit in the absence of the pastor.

THE NEW CALVARY FREE CHAPEL, EAST 23D-st., near 3d-av.—Rev. WM. D. WALKER, Pastor, will be open SUNDAY, at 10:30 A. M. and 7:45 P. M. The Pastor will preach at both services. The seats all free.

WASHINGTON-SQUARE M. E. CHURCH, 4th-st., near 6th-av.—Sacrament of the Lord's Supper at 10:30 A. M. Preaching by Rev. WM. WYATT, of Albany, at 7:45 P. M. Trustees in attendance to seat strangers.

WESTMINSTER PRESBYTERIAN CHURCH, West 22d-st., between 6th and 7th avs.—Preaching by the Pastor, Rev. J. K. DEMAREST, SABBATH MORNING at 10:30, EVENING at 7:45. Strangers cordially invited.

WEST TWENTY-FIFTH-STREET UNITED PRESBYTERIAN CHURCH, between 6th and 7th avs.—Rev. J. J. STEWART, Pastor.—Preaching on SABBATH, at 10:30 and 4. Strangers always made welcome.

DWELLINGS TO LET.

HANDSOMELY FURNISHED HOUSE IN fashionable neighborhood, between 5th and 6th avs. and 14th and 23d sts.; will be let to a strictly private family until 1st May next; price, $400 per month. Apply by mail to P. T. B., No. 186 Chambers-st.

MARBLE MANTELS.

MARBLE AND MARBLEIZED MANTELS AND TILING,
Superior to anything offered in this City; also, monuments, head-stones, counters, and wainscoting; fine selections at S. KLABER & CO.'S Steam Marble-works, Nos. 217 to 223 West 51st-st., between Broadway and 8th-av.

STEWART'S SLATE MANTELS, MARBLE AND Wood Mantels. Rich and elegant designs at the lowest prices. 220 and 222 West 18th-st., near 7th and 8th avs.

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WHITE STAR LINE,

FOR QUEENSTOWN AND LIVERPOOL, CARRYING THE

UNITED STATES MAIL.

NEW AND FULL POWERED STEAM-SHIPS, sailing from New-York on SATURDAYS, from Liverpool on THURSDAYS, calling at Cork Harbor each way.

CELTIC.....SATURDAY, July 12, at 3 P. M.
CUFARIC.....SATURDAY, July 19, at 3 P. M.
GAELIC.....SATURDAY, July 26, at 3 P. M.
ADRIATIC.....SATURDAY, Aug. 2, at 11 A. M.

From White Star Dock, Pavonia Ferry, Jersey City.

Passenger accommodations for all classes unrivaled, combining

SAFETY, SPEED, AND COMFORT.

Saloon, State-rooms, Smoking-room and Bath-rooms in MIDSHIP section, where least motion is felt. Surgeons and stewardesses accompany these steamers.

Rates—Saloon, $100, gold; steerage, $30, currency. Those wishing to send for friends from the old country can now obtain steerage prepaid certificates, $32, currency.

Passengers booked to or from all parts of America, to Paris, Hamburg, Norway, Sweden, India, Australia, China, &c., &c.

Drafts from £1 upward.

For inspection of plans and other information apply at the Company's office, No. 19 Broadway, New-York.

J. H. SPARKS, Agent.

INMAN LINE FOR QUEENSTOWN AND LIVERPOOL.

Royal Mail Steamers are appointed to sail as follows:

CITY OF LONDON.....Saturday, July 12, 7 A. M.
CITY OF NEW-YORK.....Thursday, July 17, 1 P. M.
CITY OF MONTREAL.....Saturday, July 19, 1 P. M.
CITY OF BRISTOL.....Thursday, July 24, 2 P. M.
CITY OF CHESTER.....Saturday, July 26, 7 A. M.
CITY OF ANTWERP.....Thursday, July 31, 10 A. M.

and each succeeding SATURDAY and THURSDAY, from Pier No. 45 North River.

RATES OF PASSAGE.

CABIN, $70, $80, and $90, gold, according to accommodations. Round trip tickets at low rates.

STEERAGE, to Liverpool, Queenstown, Glasgow, Londonderry, London, Bristol or Cardiff, $30. Prepaid certificates, $32, currency.

Passengers also forwarded to Havre, Hamburg, Sweden, Norway, Denmark, and Paris, at reduced rates.

Drafts issued at lowest rates.

For Cabin Passage and general business apply at the Company's office, No. 15 Broadway.

For Steerage Passage, at No. 33 Broadway.

JOHN G. DALE, Agent.

Or to

O'DONNELL & FAULE, No. 402 Chestnut-st., Philadelphia.

M. S. CREAGH, No. 302 State-st., Boston.

F. C. BROWN, No. 32 South Clark-st., corner Lake-st., Chicago.

WM. INMAN, Liverpool, and No. 9 Rue Scribe, Paris.

ANCHOR LINE.

Steamers sail from Pier No. 20 North River, New-York, EVERY WEDNESDAY AND SATURDAY

California.....Sat., July 12 | Columbia.....Wed., July 30
Caledonia.....Wed., July 16 | Victoria.....Sat., Aug. 2
India.....Sat., July 19 | Assyria.....Wed., Aug. 6
Olympia.....Wed., July 23 | Castalia.....Sat., Aug. 9
Australia.....Sat., July 26 | Europa.....Wed., Aug. 13

The passenger accommodations on steamers of this line are unsurpassed for elegance and comfort. Cabin state-rooms are all on upper deck, thus securing good light and ventilation.

RATES OF PASSAGE TO GLASGOW, LIVERPOOL, OR LONDONDERRY.

	Sat. Steamers. Gold.	Wed. Steamers. Currency.
Cabins	$75 and $65	$75 and $65
Cabin return tickets, securing best accommodations.	$130	$130

STEERAGE, $30, CURRENCY.

Tickets for passage to or from any seaport or railway station in Great Britain, Ireland, or the Continent issued at lowest rates.

Drafts for any amount at current rates.

Company's Offices, No. 7 Bowling-green, New-York.

HENDERSON BROTHERS, Agents.

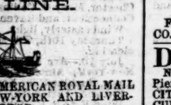
CUNARD LINE.

NOTICE.

With the view of diminishing the chances of collision, the steamers of this line will henceforth take a specified course for all seasons of the year.

On the outward passage from Queenstown to New-York or Boston crossing meridian of 50 at 43 latitude, or nothing to the north of 43.

On the homeward passage, crossing the meridian of 50 at 42 latitude, or nothing to the north of 42.



THE BRITISH AND NORTH AMERICAN ROYAL MAIL STEAM-SHIPS, BETWEEN NEW-YORK AND LIVERPOOL, CALLING AT CORK HARBOR.

FROM NEW-YORK.

*Scotia, Wednesday, July 16 | Abyssinia, Saturday, July 19
*Algeria, Wednesday, July 23 | Batavia, Saturday, July 26
*Russia, Wednesday, July 30 | Calabria, Saturday, Aug. 2
Java, Wednesday, Aug. 6 | Samaria, Saturday, Aug. 16
*Cuba, Wednesday, Aug. 13

Steamers marked thus * do not carry steerage passengers.

And every following WEDNESDAY and SATURDAY from New-York.

RATES OF PASSAGE.

Cabin, $80, $100, and $130, gold, according to accommodation. Tickets to Paris, $15, gold, additional. Return tickets on favorable terms.

Steerage.....$30, currency

Steerage tickets from Liverpool and Queenstown and all parts of Europe at lowest rates. For freight and cabin passage apply at the Company's office, No. 4 Bowling-green. For steerage passage at No. 111 Broadway, Trinity Building.

and

CHAS. G. FRANCKLYN, Agent.

PASSENGERS PER STEAM-SHIP SAMARIA can embark from the Cunard wharf, foot of Grand-st., Jersey City, at 3 P. M., on SATURDAY, 12th July, 1873.

CHAS. G. FRANCKLYN,
No. 4 Bowling-green, New-York.

NOTICE.—THE STEAM-SHIP LAPLAND, OF THE Great Western Steam-ship line, will sail for Bristol, England, on WEDNESDAY, July 16, at noon, from Pier No. 18 East River. There are a few desirable state-rooms disengaged.

Apply to E. E. MORGAN'S SONS,
No. 70 South-st.

STATE LINE STEAM-SHIP CO.

NEW-YORK TO GLASGOW, LIVERPOOL, BELFAST, AND LONDONDERRY.

These elegant new iron steamers will sail from State Line Pier, Fulton Ferry, Brooklyn, N. Y., as follows:

ALABAMA.....Saturday, July 12
PENNSYLVANIA.....Wednesday, July 23
VIRGINIA.....Wednesday, Aug. 6
GEORGIA.....Wednesday, Aug. 20

And every alternate Wednesday thereafter, taking passengers at through rates to all parts of Great Britain and Ireland, Norway, Sweden, Denmark, and Germany.

Drafts for £1 and upward.

For freight or passage apply to

AUSTIN BALDWIN & CO., Agents,
No. 72 Broadway.

Steerage passage office, No. 45 Broadway.

ONLY DIRECT LINE TO FRANCE.

THE GENERAL TRANSATLANTIC COMPANY'S MAIL STEAM-SHIPS BETWEEN NEW-YORK AND HAVRE, CALLING AT BREST.

The splendid vessels on this favorite route for the Continent will sail from Pier No. 50 North River as follows:

ST. LAURENT.....Lemarie.....Saturday, July 12
VILLE DE PARIS.....Surget.....Saturday, July 19
VILLE DU HAVRE.....Surmont.....Saturday, Aug. 9
PEREIRE.....Dayne.....Saturday, Aug. 23

PRICE OF PASSAGE IN GOLD (including wine) TO HAVRE OR BREST.

First cabin.....$125 | Second cabin.....$75

Excursion tickets at reduced rates.

These steamers do not carry steerage passengers.

American travelers going to, or returning from, the Continent of Europe, by taking this line, avoid both transit by English railway and the discomforts of crossing the Channel, besides saving time, trouble, and expense.

GEORGE MACKENZIE, Agent,
No. 58 Broadway.

NOTE.—Railroad tickets between Paris and Vienna at reduced rates.

NATIONAL LINE OF STEAM-SHIPS.

WEEKLY TO QUEENSTOWN AND LIVERPOOL.
FORTNIGHTLY TO LONDON DIRECT.
From Piers Nos. 44 and 47 North River.
TO QUEENSTOWN AND LIVERPOOL.

GREECE, Thomas.....Saturday, July 12, at 3 P. M.
EGYPT, Grogan.....Saturday, July 19, at 1 P. M.
CANADA, Webster.....Saturday, July 26, at 3 P. M.
SPAIN, Grace.....Saturday, Aug. 2, at 11 A. M.

TO LONDON DIRECT.

HOLLAND, Bragg.....Thursday, July 17, at 10:30 A. M.

Cabin passage, $80, $90, $100, currency. Steerage, $29, currency. Return tickets at reduced rates. Prepaid steerage tickets from Liverpool, Queenstown, Londonderry, Glasgow, Cardiff, Bristol or London, at the lowest rates.

For further information, apply at the Company's office, No. 69 Broadway. F. W. J. HURST, Manager.

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PACIFIC MAIL STEAM-SHIP COMPANY'S LINE TO

CALIFORNIA, JAPAN, AND CHINA,

VIA PANAMA,
CARRYING MAILS, PASSENGERS, AND FREIGHT TO
ASPINWALL, PANAMA, SANTA MARTHA, GREYTOWN, AND PACIFIC COAST OF MEXICO, CENTRAL AMERICA, PERU, AND CHILE.

July 22.—Steamer COLON, Capt. S. P. Griffin, will leave Pier No. 42 North River at 12 o'clock noon for Aspinwall direct, connecting at Panama with the steamer ARIZONA, Capt. Austin, leaving Panama for San Francisco, and calling at San Diego, Acapulco, Masatlan and Manzanillo; also connecting for all Central American and South Pacific Ports. Departures of 20th each month from New-York connect with the Company's steamer touching at San Benito, Tonata, Salina Cruz, and Port Angel. The splendid steam-ship COSTA RICA will leave San Francisco on or about July 24, for Honolulu, Sandwich Islands.

One of the company's splendid steamers will leave San Francisco Aug. 1, 1873, for Japan and China. For rates of passage, freight, and all further information, apply at Company's office on the pier, foot of Canal-st.

H. J. BULLAY, Sup't. GEO. H. BRADBURY, Pres't.

FOR SAVANNAH, GA.,

THE FLORIDA PORTS,
AND THE SOUTH AND SOUTH-WEST.

GREAT SOUTHERN FREIGHT AND PASSENGER LINE.

CENTRAL RAILROAD OF GEORGIA, AND ATLANTIC AND GULF RAILROAD.

TUESDAYS, THURSDAYS, AND SATURDAYS.

THE STEAM-SHIPS

MONTGOMERY, Capt. Fairchild, SATURDAY, July 12, from Pier No. 13 North River, at 3 P. M.

R. LOWDEN, Agent,
No. 93 West-st.

SAN JACINTO, Capt. Hazard, SATURDAY, July 12, from Pier No. 49 North River, at 3 P. M.

WM. R. GARRISON, Agent,
No. 5 Bowling-green.

ZODIAC, Capt. Chapin, TUESDAY, July 15, from Pier No. 16 East River, at 3 P. M.

MURRAY, FERRIS & CO., Agents,
No. 62 South-st.

MAGNOLIA, Capt. Cheeseman, THURSDAY, July 17, from Pier No. 43 North River, at 3 P. M.

WM. R. GARRISON, Agent,
No. 5 Bowling-green.

Insurance by this line ONE-HALF PER CENT.

Superior accommodations for passengers.

Through rates and bills of lading in connection with Central Railroad of Georgia to all points.

Through rates and bills of lading in connection with the Atlantic and Gulf Freight line.

C. D. OWENS, Agent A., G. & G. R. R., No. 229 Broadway.

GEORGE YONGE, Agent C. R. R., No. 409 Broadway.

THE GREAT SOUTHERN FREIGHT AND PASSENGER LINE,
FOR CHARLESTON, S. C.,
THE FLORIDA PORTS,
AND THE
SOUTH AND SOUTH-WEST.

Sailing every WEDNESDAY and SATURDAY at 3 P. M., from Pier No. 29 North River.

SOUTH CAROLINA, Capt. Beckett, Wednesday, July 9.

JAMES ADGER, Capt. T. J. Lockwood, Saturday, July 12.

Superior accommodations for passengers.

☞ Insurance by this line ONE-HALF PER CENT.

Goods forwarded free of commission.

Passage tickets and bills of lading issued and signed at the office of

JAMES W. QUINTARD & CO., Agents,
No. 177 West-st., (corner of Warren,)
Or WM. P. CLYDE,
No. 6 Bowling-green.

Through freight tariffs. Passage tickets by all routes and to all points in the South and South-west, and further information can be obtained at the office of

BENTLEY D. HASELL,
General Agent Great Southern Freight Line,
No. 317 Broadway.

ATLAS MAIL LINE.

MAIL SERVICE FOR WEST INDIES, HAVANA, VENEZUELA AND SPANISH MAIN.

The Company's iron screw steamers are appointed to sail as follows: (Loading berth Pier No. 12 North River.)

For Port-au-Prince, Curacoa, and Venezuela,
ARIEL, Capt. Coats, July 19.

For Turk's Island, Jamaica, and Savanilla,
ATLAS, (new,) Capt. Porter, July 30.

For freight and passage apply to PIM, FORWOOD & CO., General Agents, No. 56 Wall-st. and No. 59 Pine-st.

DIRECT LINE TO HAVANA.

VERACRUZ AND VERA CRUZ.

New-York and Mexican Mail Steam-ship Line, leaving Pier No. 3 North River, at 3 P. M., every Thursday.

CITY OF MERIDA, (Havana only).....July 17
CUBA (Havana and Mexico).....July 24
CITY OF HAVANA (Havana only).....July 31

For freight or passage apply to

F. ALEXANDER & SONS, No. 33 Broadway.

NOTICE TO TRAVELERS.

Families or gentlemen going to travel on the Continent of Europe, who can afford the expense of a courier, should never leave Paris without one. Their services are invaluable in relieving the traveler from multiplicity of cares and troubles respecting passports, examination and conveyance of luggage, in securing the best accommodation, in protecting the traveler from imposition and an infinity of annoyances, to which they are exposed in various parts of the Continent. Competent and trustworthy couriers and traveling servants may always be obtained by applying to the COURIER SOCIETY, No. 3 Rue d'Alger, near the Tuileries Garden, Paris.

STEAM-BOATS.

CITIZENS' LINE FOR TROY.

Passage $1 50. The elegant steam-boats SUNNYSIDE and POWELL leave Pier No. 49 North River, foot of Leroy-st., daily, Saturdays excepted, at 6 o'clock P. M., connecting with morning trains on Rensselaer and Saratoga, New-York Central, and Troy and Boston Railroads for all points north, north-east, and west. The most direct route to Saratoga, Lake George, and Montreal. Through tickets sold and baggage checked to destination.

JOSEPH CORNELL, Superintendent.

STONINGTON LINE

TO BOSTON AND PROVIDENCE.—DAY LINE.

The entirely new and magnificent steamer RHODE ISLAND, 3,000 tons, is now running daily, (Sundays excepted,) from Pier foot 23d-st., East River, at 2:30 P. M.

Steamer SYLVAN DELL, from Peck-slip at 2:10 P. M., connects with the RHODE ISLAND. Dry Dock cars from Astor House, Avenue C cars from Chambers-st., and Twenty-third-st. cars direct to above pier.

NIGHT LINE.—Daily, except Sundays, from Pier No. 33 North River, at 5 P. M., steamers STONINGTON and NARRAGANSETT.

Tickets sold and state-rooms secured at No. 319 Broadway, corner Thomas-st., and Westcott Express Company's office, No. 785 Broadway, corner 10th-st.; No. 1,302 Broadway, No. 595 6th-av., corner 35th-st.; No. 7 Park-place, and No. 227 Washington-st., Brooklyn.

D. S. BABCOCK, President.

STEAMER RHODE ISLAND,

From foot 23d-st., East River.

EXCURSION

Tickets to Stonington and return same trip for $3.

FOR ASTORIA, HARLEM, MORRISANIA, AND HIGH BRIDGE.

SUMMER ARRANGEMENTS.

STEAM-BOATS MORRISANIA AND HARLEM

MORRISANIA	WILL LEAVE
6:05, 7:20, 8:15, 9:20, 10:15, 11:45 A. M.; 1:15, 2:45, 4:15, 5:15, and 6:10 P. M.	FULTON SLIP
7:15, 8:15, 9:15, 10:25, 11:45 A. M.; 1:30, 3:05, 4:30, 5:15, 6:25, and 7:05 P. M.	

Landing at 34th-st.

All boats connect with steamer Catlin for High Bridge.

C. H. LONGSTREET, Superintendent.

ALBANY AND TROY $2, SARATOGA $3 50, BY DAY LINE BOATS C. VIBBARD and DANIEL DREW. Leave Vestry-st. Pier at 8:30 A. M., and 23d-st. north of Erie Ferry, at 8:45, landing at Yonkers, Tarrytown and Nyack, (by ferry-boat,) Milton, Poughkeepsie, Rhinebeck, Tivoli, Catskill, and Hudson, connecting for all points West and North. Trip tickets to West Point, Cornwall, and Newburg, returning same day, $1. Tickets by special cars and baggage checked to Saratoga and Sharon.

STEAMER SEA BIRD, FOOT OF FRANKLIN-ST., for Red Bank and intermediate stations:

LEAVE NEW-YORK.	LEAVE RED BANK.
Monday, 7th.....3:00 P. M.	Tuesday, 8th.....6:15 A. M.
Tuesday, 8th.....3:00 P. M.	Wednesday, 9th.....7:00 A. M.
Wednesday, 9th.....3:00 P. M.	Thursday, 10th.....7:00 A. M.
Thursday, 10th.....3:00 P. M.	Friday, 11th.....7:00 A. M.
Friday, 11th.....3:00 P. M.	Saturday, 12th.....8:00 P. M.
Saturday, 12th.....4:00 P. M.	Sunday, 13th.....8:00 P. M.
Sunday, 13th.....8:30 A. M.	Monday, 14th.....5:00 P. M.

STEAMER HELEN, FOOT OF FRANKLIN-ST., for Red Bank and intermediate stations:

LEAVE NEW-YORK.	LEAVE RED BANK.
Wednesday, 9th.....7:30 A. M.	Wednesday, 9th.....3:00 P. M.
Thursday, 10th.....8:00 A. M.	Thursday, 10th.....3:00 P. M.
Friday, 11th.....8:00 A. M.	Friday, 11th.....3:00 P. M.
Saturday, 12th.....3:00 P. M.	Monday, 14th.....6:30 A. M.
Monday, 14th.....11:30 A. M.	Tuesday, 15th.....7:00 A. M.
Tuesday, 15th.....12:30 P. M.	Wednesday, 16th.....7:30 A. M.
Wednesday, 16th.....1:00 P. M.	

SUNDAY BOAT FOR GLEN COVE AND ROSLYN.—Landing at College Point, Great Neck, City Island, Sand's Point, and Glenwood. Steamer SEAWANHAKA will leave Pier No. 24 East River, (Peck-slip,) every SUNDAY, at 9 o'clock A. M.; 86th-st. at 9:05, and 33d-st. at 9:15. Returning to the City at about 6 o'clock P. M.

HARTFORD BOATS—DAILY LINE.—LEAVE Pier No. 24 Peck-slip, East River, daily, (except Sundays,) at 4 o'clock P. M. All persons are forbid trusting any one on account of these steamers.

W. H. GOODSPEED, Vice President.

Saxton & Shanley, Freight Agents, No. 112 South-st. June 1, 1873.

A HOY FOR ROCKAWAY BEACH EVERY SUNDAY.—Steamer AMERICUS, in place of NELLY WHITE, leaves Peck-slip, East River, 8:30 A. M., 1:15 P. M., Christopher-st., North River, 9 A. M., 1:40 P. M.; pier No. 5 North River, 9:12 A. M., 2 P. M.; Martin's Dock, Brooklyn, 9:30 A. M., 1 P. M.

Returning, leaves the Beach at 11 A. M. and 5 P. M.

TOURISTS' ROUTE TO HALIFAX AND THE PROVINCES via new steam-ship FALMOUTH, from Portland. Tickets and information furnished at the office of the FALL RIVER, NORWICH, and STONINGTON LINES.

STEAM-TUG FOR SALE.

One New Steam Tug 70 feet x 15½ feet x 6½ feet hold; engine 17x17, with water-tanks. Apply to C. W. COPELAND, No. 64 Broadway.

EAST RIVER ROUTE TO CONEY ISLAND.—Steamer CHETAMORA leaves daily, 34th-st., East River, at 9:30 A. M., 12:30 and 3:30 P. M.; Peck-slip, 9:50 A. M., 12:50 and 3:50 P. M.; Fulton Ferry, Martin's Pier, Brooklyn, 10 A. M., 1 and 4 P. M.

GREENWICH AND STAMFORD PASSENGERS will for the present take the steam-boat AMERICUS from Pier No. 37 at 9:15, and East 33d-st. at 9:30 P. M. Returning, leave Stamford by special boat at 7:30, and Greenwich 8:15 A. M.

FOR NORWALK AND DANBURY.—THE new steamer AMERICUS leaves daily, foot of Market-st., East River, at 3:15, and 33d-st. at 3:30 P. M., connecting with the Danbury Railroad; cool, invigorating sail; no dust, and about half railroad fare.

AFTERNOON BOAT FOR NEWBURG, Poughkeepsie, Roudout, and Kingston, landing at Cozzens, West Point, Cornwall, New-Hamburg, and Milton, the MARY POWELL, from Vestry-st., Pier No. 39, every afternoon, at 3:30 o'clock.

FOR BRIDGEPORT AND ALL POINTS ON Housatonic and Naugatuck Railroad.—Fare, $1. Steamers leave Catharine-slip at 12 noon and 11 P. M.

STEAMBOATS.

NARRAGANSETT STEAM-SHIP COMPANY.

FALL RIVER LINE

FOR BOSTON, via NEWPORT and FALL RIVER, Daily, (Sundays included,) at 5 P. M.

From Pier No. 28 North River, foot Murray-st.

The world-renowned steamers

BRISTOL and PROVIDENCE.

Capt. A. G. Simmons. Capt. B. M. Simmons.

The most direct route to Taunton, Middleboro, Plymouth, New-Bedford, Martha's Vineyard, Nantucket, and all points on the South Shore and Cape Cod Railway. Also, through tickets to the WHITE MOUNTAINS, and all principal points of New-England and the Provinces. For tickets and state-rooms, apply at No. 241 Broadway; No. 529 Broadway, corner Spring; Broadway, corner 23d-st.; Dodd's Express offices, No. 944 Broadway; and No. 10 Court-st., Brooklyn, or at the office on the pier.

HALL'S BANDS ENGAGED FOR THE SEASON.

A. P. BACON, Superintendent.

H. H. Mangan, General Freight Agent.

REGULAR SUNDAY BOAT FOR KEYPORT and all the intermediate landings.

The popular steam-boat

NELLY WHITE,
Capt. Jacob B. Davis,

will commence her regular trips On SUNDAY, May 25,

Leaving Barclay-st. at 9 o'clock in the morning; leave Keyport at 4 P. M. to return.

REGULAR SUNDAY MORNING BOAT FOR Newburg, landing at Yonkers, West Point, Cold Spring, Cornwall, and Iona Island.

The favorite steam-boat

JESSE HOIT,
Capt. James Sherman,

leaves Fulton Ferry, Brooklyn, at 8 A. M.; Christopher-st., North River, 8:30; 24th-st., North River, at 9 o'clock A. M.

Fare for the excursion, $1.

GLEN COVE AND SEA CLIFF GROVE.—On and after July 1 steamer ARROWSMITH leaves Pier No. 36, East River, one slip above Catherine Ferry, daily, (Sundays excepted,) at 9:15 A. M., for Sea Cliff only, and 5 P. M. for Glen Cove, Pavilion Dock, and Sea Cliff, touching at 33d-st. fifteen minutes later each trip. Returning from Glen Cove, Pavilion Dock, at 7:04 A. M., and Sea Cliff at 7 o'clock A. M., and 2:30 P. M. Single fare, 35 cents. Freight received during the day until 4:45 P. M.

FOR GLEN COVE AND ROSLYN—LANDING at Bayles' Dock, (Fort Schuyler,) Great Neck, Sand's Point, and Glenwood.—Steamer SEAWANHAKA leaves New-York daily, (Sundays excepted,) from Pier No. 24 East River, (Peck-slip,) at 4 P. M., stopping at 33d-st., each way, for passengers only.

RONDOUT AND KINGSTON—LANDING AT Cozzens', Cornwall, Newburg, Marlborough, Milton, Poughkeepsie and Esopus. The steam-boats THOMAS CORNELL and JAMES W. BALDWIN leave Harrison-st., Pier No. 34 North River, daily, at 4 o'clock P. M.

REGULAR CONEY ISLAND BOAT.—DAILY Excursions to the Sea-shore. The steamer GENERAL SEDGWICK will leave Christopher-st., N. R., at 9:15 A. M., 12:15, 3:15 P. M.; Franklin-st. at 9:20, 12:20, 3:20; Pier No. 5 N. R. at 9:30, 12:30, 3:30.

FOR NEW-HAVEN, HARTFORD, AND THE NORTH.—Steamers leave Peck-slip for New-Haven at 3:15 and 11 P. M., connecting with road.

RAILROADS.

PENNSYLVANIA RAILROAD.

Trains leave New-York, from foot of Desbrosses and Cortlandt sts., as follows:

Express for Harrisburg, Pittsburg, the West and South, with Pullman Palace cars attached, 6:30 A. M., 5, 7, and 8:30 P. M. Sunday, 5, 7, 8:30 P. M.

For Baltimore, Washington, and the South, via "Pennsylvania Air-Line," at 8:50 A. M. and 8:20 P. M. Sunday, 8:20 P. M., via P., W. & B. R. R. at 9 A. M., 12:20 and 9 P. M. Sunday, 9 P. M.

Express for Philadelphia, 3:30, 8:50, 9, 9:30 A. M.; 12:30, 4, 5, 7, 8:30, and 9 P. M. Sunday, 3:30, 6:10, 7, 8:30, and 9 P. M.

For Philadelphia and Kensington, at 7 A. M. and 6:10 P. M. Sunday, 6:10 P. M.

Emigrant and second class, 7:05 P. M.

For Newark at 3:30, 6, 6:30, 7, 7:40, 8:10, 9, 10, 11 A. M., 12 M., 1, 2, 3:30, 4:10, 4:30, 5:20, 5:40, 6, 6:30, 7, 7:30, 8, 9, 10, 11:30 P. M., and 12 night. Sunday, 3:30, 5:20, 6:10, 8, 9 P. M.

For Elizabeth, 3:30, 6, 6:30, 7, 7:40, 8:10, 9, 10, 11 A. M., 12 M., 12:30, 1, 2, 2:30, 3:30, 4:10, 4:30, 5:20, 5:40, 6, 6:30, 7:30, 8, 10, 11:30 P. M., and 12 night. Sunday, 3:30, 5:20, 6:10, and 8 P. M.

For Rahway, 3:30, 6, 6:30, 7, 8:10, 9:30, 10 A. M., 12 noon, 1, 2, 2:30, 3, 3:30, 4:10, 4:30, 5:20, 5:40, 6, 6:30, 7:30, 8, 10 P. M., and 12 night. Sunday, 5:20 and 6:10 P. M.

For Woodbridge and Perth Amboy, 6 and 10 A. M., 2:30, 3:30, 4:30, and 6 P. M.

For New-Brunswick, 3:30, 7 A. M., 12 M., 1, 2, 3, 4:10, 5:20, 6:10, 9 P. M., and 12 night. Sunday, 3:30, 6:10, and 9 P. M.

For East Millstone, 7 A. M., 12 noon, 4:10 and 5:20 P. M.

For Lambertville and Flemington, 9 A. M. and 2 P. M.

For Phillipsburg and Belvidere, 2 and 4 P. M.

Accommodation for Bordentown, Burlington, and Camden, 7 and 9:30 A. M., 12:30, 2, 3, 5, and 7 P. M.

For Long Branch, 7, 8 A. M., 12 and 4 P. M.

For Jamesburg, Pemberton, Camden, 6 A. M. and via boat from Pier No. 1, 3:49 P. M.

Trains arrive as follows: From Pittsburg, 6:50, 10:25 A. M., 6:35 P. M., daily; 5:22, 10:15 A. M., and 3:55 P. M., daily, except Monday. From Washington and Baltimore, 6:50 A. M. and 4 P. M., via "Pennsylvania Air Line," Sunday, 6:50 A. M.; and 6:40 A. M., 4:35 and 10:15 P. M., via P., W. & B. R. R. Sunday, 6:40 A. M. From Philadelphia, 5:22, 6:40, 6:50, 10:15, 10:25, 11:20, 11:55 A. M., 2:15, 3:55, 4:35, 6:05, 7:25, 8:44, 10:13 P. M. Sunday, 5:22, 6:40, 6:50, 11:20 A. M., 3:55, 10:13 P. M.

Ticket offices, Nos. 526, 435, 271, and 944 Broadway; No. 1 Astor House, and foot of Desbrosses and Cortlandt sts. Emigrant Ticket Office, No. 8 Battery-place.

A. J. CASSATT, General Manager. D. M. BOYD, Jr., General Passenger Agent.

CENTRAL RAILROAD OF NEW-JERSEY

ALLENTOWN LINE TO THE WEST.

Passenger and Freight station in New-York, foot of Liberty-st. Connects at Somerville with South Branch Railroad; at Hampton Junction with Delaware, Lackawanna and Western Railroad; at Phillipsburg with Lehigh and Susquehanna Division; also, with Lehigh Valley Railroad. Direct line to Harrisburg, Pittsburg, and the West; also, to Central Pennsylvania and New-York State.

SUMMER ARRANGEMENT.

Commencing June 30, 1873.—Leave New-York as follows:

4:30 A. M.—News train for Easton, Bethlehem, Allentown, Mauch Chunk, Tamaqua, Wilkesbarre, Scranton, Sharon, &c.

6:00 A. M.—Way train for Somerville.

7:00 A. M.—Way train for Flemington, Easton, Belvidere, Bath, Mauch Chunk, Wilkesbarre, Pittston, Mahanoy City, Mt. Carmel, Hazleton, Tunkhannock, Towanda, Waverly, &c. Connects at Junction with Delaware, Lackawanna and Western Railroad.

9:00 A. M.—Morning Express for Somerville, (except Sundays,) for Easton, Allentown, Harrisburg, and the West. Connects at Somerville for Flemington; at Easton for Mauch Chunk, Tamaqua, Wilkesbarre, Scranton, Towanda, Waverly, &c., with through cars to Danville, Williamsport, &c.

10:15 A. M. and 12:00 M.—Way trains for Somerville.

12:50 P. M.—Express for Flemington, Easton, Bath, Allentown, Mauch Chunk, Mahanoy City, Hazleton, Wilkesbarre, Scranton, Reading, Columbia, Lancaster, Ephrata, Pottsville, Harrisburg, &c.

2:30 P. M.—Way train for Easton, Allentown, and Belvidere.

3:30 P. M.—Way train for Plainfield.

4:00 P. M.—Way train for Easton, Allentown, and Mauch Chunk. Connects at Junction with Delaware, Lackawanna and Western Railroad.

4:30 P. M.—Way train for Somerville and Flemington.

5:00 P. M.—Way train for Somerville.

5:15 P. M.—Way train for Plainfield.

5:30 P. M.—Evening Express, daily for Easton, Belvidere, Allentown, Reading, Harrisburg, Pittsburg, Chicago, &c.

6:00 and 7:00 P. M.—Way train for Somerville.

7:30 P. M.—(Emigrant)—For Easton.

9:15 and 11:30 P. M.—Way trains for Plainfield.

For Elizabeth, 6:30, 7:30, 8:30, 9, 9:30, 10:15, 11, 11:45 A. M.; 12 M.; 12:50, 1, 2, 2:30, 3, 3:30, 3:45, 4, 4:15, 4:30, 4:45, 5, 5:15, 5:30, 5:45, 6, 6:20, 7, 7:30, 7:45, 8:20, 9:15, 10:30, 11:30, 12 P. M.

Superintendent and Engineer.

H. P. Baldwin, General Passenger Agent.

NEW ROUTE TO

BALTIMORE, WASHINGTON, AND THE SOUTH.

OPENING OF THE "PENNSYLVANIA AIR-LINE."

On and after SUNDAY, June 29, this new and improved line to Baltimore, Washington, and all points in the South, will be opened for travel.

Trains leave foot of Desbrosses and Cortlandt sts. as follows:

DAY EXPRESS, 8:50 A. M., (daily, except Sunday,) with new Pullman parlor-cars to Washington, arrives at Baltimore, 4:20 P. M.; Washington, 5:45 P. M., connecting for all points South.

NIGHT EXPRESS, 8:20 P. M., (daily,) with new Pullman palace sleeping-cars to Washington, arrives at Baltimore, 4:35 A. M.; Washington, 6 A. M., making close connections for all points South.

For full information, through tickets, sleeping and parlor-car tickets, and baggage-checks, apply at the following offices of the Pennsylvania Railroad Company:

No. 526 Broadway, No. 944 Broadway.
No. 1 Astor House, No. 271 Broadway.
No. 435 Broadway, No. 8 Battery-place.
Depot, foot of Desbrosses-st.,
Depot, foot of Cortlandt-st.

Ask for tickets via "Pennsylvania Air-Line."

A. J. CASSATT, General Manager. D. M. BOYD, Jr., General Passenger Agent.

NEW-YORK, NEW-HAVEN AND HARTFORD RAILROAD.

Passenger Station in New-York, Grand Central Depot. Entrance on 42d-st.

TRAINS LEAVE NEW-YORK.

Boston Express via Springfield at 8:05 and 10 A. M., 3 and 8:05 P. M., via Shore Line at 1 and 9:07 P. M.

Trains for New-Haven leave at 7:05, 8:05, (Ex.,) 9:05, 10, (Ex.,) A. M.; 12 M.; 1, (Ex.,) 3, (Ex.,) 3:55, 4:35, and 5:10, (Local Ex.,) 8:05, (Ex.,) 9:07, (Ex.,) P. M.

To South Norwalk at 3:15 (Ex.) and 6:35 P. M.

To Stamford at 10:10 A. M., 2:20, 3:15, 4:45, 5:40, 6, and 7:20 P. M.

The 8:05 P. M. Express stops at New-Rochelle and Port Chester, and the 9:07 P. M. Express at Mount Vernon, Mamaroneck, and Rye.

Sunday Boston Mail Trains at 7:05 P. M. via Springfield, and 9:07 P. M. via Providence.

Drawing-room Cars on Day Express and Sleeping-cars on Night Express Trains.

Tickets can be purchased at ticket office of Company at Grand Central Depot, or at offices of New-York Transfer Company, No. 944 Broadway, New-York, and No. 5 Courtland-st., Brooklyn, who will also check baggage from residence to destination.

For further information of particulars see posters at hotels and depots.

Sup't of N. Y. and N. H. Div.

BUSINESS CHANCES.

FOR SALE, EXCHANGE, OR A PARTNER.—Rare chance; a fine grocery, doing a large cash trade; in fine order; rent low; only a moderate capital required; owner has other business and cannot attend to it. Address PAULISON & CO., corner of Morris and Essex Railroad avenue and Broad-st., Newark, New-Jersey.

FOR SALE—A PHOTOGRAPH GALLERY IN A DESirable location in New-Haven, Conn.; will be sold cheap if applied for soon. Address Post-office Box No. 2,045, New-Haven, Conn.

FOR SALE.—AN INTEREST IN AN OLD ESTABlished City lumber-yard, to procure capital to increase the business. Address LUMBER, Box No. 150 Times Office.

INSTRUCTION.

ALTURAS.

IMPORTANT MOVEMENT.

CITIZENS, READ,

It is proposed, under the auspices of the Order of Good Samaritans, to build up a temperance community and industrial college for the special benefit and education of young women who are worthy, but poor, in Rockland County, New-York, to do which a site has been selected on the heights of that county, a school established and now in its third academic year, a town laid out, and a building company formed. All the property is dedicated to public use.

The purpose is one that all right-minded men and women will comprehend and indorse, and the plan is fully set out in the article below, a patient and careful reading of which is solicited.

The entire net proceeds of the sale of the property go directly to build up an institution of learning dedicated to industry, physical culture, temperance, and science, which shall be open to the families of all.

The Institution owns 1,000 city lots and fifty acres of land, with seminary buildings thereon, to be used for public purposes. It owes about $32,000, and proposes to sell or exchange 200 lots at $200 each and pay off the debt, and then sell or exchange 300 more lots and use proceeds to build a hotel, leaving the remainder to be sold for the erection of college buildings.

It is hoped that men and women who would like to see such a work accomplished will interest themselves in aiding the disposition of the property.

There are no private interests in this matter to be served. The school is now in vacation, the buildings are being enlarged and repaired. The next term will begin in a few weeks, with a full corps of able teachers. Its special privileges are to such young women, not under twelve nor over sixteen, as are of good character and apt for study, and are unable, through misfortune, to obtain an education elsewhere. There are accommodations in the seminary, beds, &c., for fifty, and they are preparing to come. It will require about $2,000 to make needed repairs and additions, and $10,000 to pay board, teachers, &c., making in all $12,000 for the year. For this the Institution has no dependence but upon a generous public.

To that public the trustees confidently appeal. Contributions in cash, or provisions, &c., may be sent to the office of the Institute, No. 64 Cortlandt-street, New-York, or to *The New-York Times*, or either of the following persons: Samuel W. Canfield, No. 411 Seventh-avenue; John W. Onderdonk, No. 452 Sixth-avenue; A. R. Hofer, No. 417 Fourth-avenue; Charles A. Gunand, No. 8 Peck Slip; Wm. H. Melick, No. 421 Broadway, New-York; Jonathan Mason, No. 102 Myrtle-avenue; Robert Calder, Union Ferry Office, foot of Fulton-street, Brooklyn; Jas. B. Jenkins, Oneida, N. Y.; J. W. Overbaugh, Charles Eddy and Moses C. Ha

THE GOODRICH MURDER.

THE MYSTERY SOLVED.

CONFESSION OF THE MURDERESS—FINDING OF THE PISTOL AND OTHER ARTICLES BELONGING TO THE DECEASED.

The murder of Charles Goodrich in his house in Degraw-street, Brooklyn, on the 22d of March last, yesterday ceased to be a mystery, by the confession of guilt made by Kate Stoddard, whose arrest by the Brooklyn Police has already been published. The announcement, exclusively in yesterday's TIMES, of her confession to Chief Campbell, created a great sensation in both cities, and especially in Brooklyn, where the tragedy was enacted. The police authorities affected surprise at what they termed a premature publication, but before noon all doubt was set at rest by the semi-official statement of the Police Commissioners, substantially to the effect that the woman in custody had confessed that she was the one known as Kate Stoddard; that she killed her paramour, Charles Goodrich, and had, since April last, boarded in the house of Mrs. Ann Taylor, a widow, of No. 127 High-street, Brooklyn. On obtaining this confession the police sent officers to the house in High-street, and on opening her trunk the revolver, watch, pocket-book, a ring, and two seals, all the property of the murdered man, were found. If the police regarded her confession with doubt, here was corroborative and unmistakable evidence, and in a moment all mystery surrounding the affair had vanished. The police, however, withheld all information when silence was no longer necessary, and but for the "premature publications" in THE TIMES the public would not have been in possession of the startling intelligence until thirty-six hours after the mystery had been solved. The particulars of the murder itself are still officially withheld, but the writer yesterday ascertained that Kate Stoddard had been in the house with Goodrich for some days previous to the murder, having returned after a temporary absence caused by the remonstrance of Mr. W. W. Goodrich with his brother. Charles Goodrich seemed determined to discard her, or at least to get her away from the house and neighborhood. She was equally determined not to be cast off, thinking that he desired her out of the way to make room for another. This led to bitter quarrels, especially on Wednesday, March 19, and the following day, when she threatened to shoot him with a pistol which she had in her possession. On Friday morning, or after midnight on Thursday, she went down to the basement, and Goodrich following her, the quarrel was renewed. He spoke contemptuously, and said he would do all he could afford for her, but she must leave the house. The repetition of this determination cost him his life. A pistol was in her pocket, and in another moment she had fired a bullet into his brain. Two more shots were fired, both entering the head, and Goodrich fell dead. She laid him carefully before the grate, wiped away the blood which oozed from his wounds and placed by his side a pistol, four barrels of which had been discharged. She left the house on Friday morning and went to New-York. Her movements for nearly a month thereafter are unknown, but it is conjectured that she lived in New-York. During the third week in April she called at No. 127 High-street, Brooklyn, and under the name of Minnie Waltham, hired a furnished room from Mrs. Ann Taylor, the owner and occupant of the house. The dwelling is a plain three story brick, near Jay-street. During the first six weeks of her residence she went regularly to New-York every morning and returned each evening, crossing and recrossing Fulton Ferry, and traversing the most populous streets of New-York and Brooklyn, while the police of other cities were receiving requests to arrest her. Kate Stoddard, or Minnie Waltham, as she was known in the house, ceased her regular visits to New-York in June, and worked at home in making straw bonnets and hats, always dressing neatly and preserving a ladylike demeanor. She frequently associated with the family, who can remember but one singular action on her part. A newspaper, with an account of the Walworth murder, was brought home by Mrs. Taylor's son, who commenced reading it. She requested him to stop reading, and, on his refusal, hurriedly left the room. She continued to board with the family until Tuesday last, when she was arrested. Her disappearance created some anxiety, but her friends concluded that she had gone to Trenton, N. J., where she said her parents resided. The description first published did not attract the attention of the Taylor family, and it was not until Thursday afternoon that they were apprised of the arrest, and of the true character of their lodger. A policeman called at the house, and, on learning that a woman answering to the description of the one in custody was missing, he requested Mrs. Taylor to accompany him to the Second Precinct Station-house in York-street. Mrs. Taylor complied, and there recognized the woman as the lodger known to her as Minnie Waltham, of Trenton, N. J. An officer and a detective returned to the house, and entering her room, on the third floor, forced open her trunk. A large-sized Jurgensen gold watch met their sight, and a pistol, with three empty chambers, was found at the bottom of the trunk. Further search disclosed two seals and a ring. One of the seals was old-fashioned, with the letter "G" deeply cut. The ring was of gold, chased, with a blood-stone set in it. The watch was double-cased, of red gold, anchor movement, stem pendant winding, No. 11,232, of the make of Jules Jurgensen, of Copenhagen. The chain was of long and heavy plain gold links. The pocket-book, containing $16, was also found, and a large packet of letters addressed to Lizzie M. King, and evidently written by the mother and sister of the woman. They came from Marlborough, Mass., and although the woman denies it, yet it is thought by the police that her real name is Lizzie M. King, and her native place the New-England village from which her letters were posted. When shown the watch and other articles she said little, and evidently desired to keep her real name from the possession of the police in order to avert disgrace from her family. Yesterday she remained at the Second Precinct Station-house, and to-day will go before the Coroner's jury and make a full and complete statement of the whole affair.

HISTORY OF THE CASE.

Kate Stoddard is supposed to have come from her home in Massachusetts over a year since, and formed the acquaintance of Goodrich by answering a "personal" advertisement in a New-York newspaper. As might have been expected, an acquaintance so formed soon degenerated to criminal intimacy. Kate was then employed in a bonnet factory at the corner of Broadway and Spring-street. After a few weeks' acquaintance with Goodrich she moved to one of the houses in Degraw-street, and was his constant companion. She asserts that he was united to her by a mock marriage, but the gentleman whom she charges with the performance of the ceremony indignantly denies all knowledge of it. Her visits to New-York to the house of an abortionist named Butts, her premature confinement in a private lying-in establishment near by, her return on convalescence to Degraw-street, and her quarrels with Goodrich have already been detailed to the readers of THE TIMES, and their repetition in this connection is unnecessary. The murderess being now in custody and the once dark mystery cleared up, little remains to be told of the past history of the case. Charles Goodrich was a childless widower and a man of little moral character. He owned about one-third interest in a block of seven brown-stone houses in Degraw-street, between Fifth and Sixth avenues, a bleak and dreary portion of South Brooklyn. He superintended their erection during 1872, and when finished in the Fall of that year, he moved into one of them and lived, to all outward appearance, the life of a recluse, his only visitor being his brother. Mr. W. W. Goodrich, well known in the social and political circles of Brooklyn. Charles Goodrich associated with the neighbors only in relation to business affairs. His intimacy with a woman, a stranger to the neighborhood, became known from his appearance with her on the stoop of his house during the Fall of 1872. The woman was described as a handsome blonde, a "Diana like" woman. One evening in February a struggle was heard in the house and the voice of a woman crying "murder." A neighbor was apprised of the cry and ran to the house, but all was dark and still. On Feb. 20 Mr. W. W. Goodrich received by post at his office in New-York the following letter:

BROOKLYN, February, 1873.

MR. GOODRICH—SIR: I propose to tell the truth. Will you listen? For the past eight months I have been living in the second house of the block of new buildings on Degraw-street, the third door from Fifth-avenue. I have lived there unknown to any one except Charley. About one year ago I was married to him secretly, for I trusted, I loved him so truly that his word was law to me, and he wished for no one to know of our marriage until some future time on account of property; the reason connected with it he did not fully explain. I was very foolish, for I was alone in New-York, with no friends only him. I have learned since then that the clergyman who married us was no minister at all, only a friend of his, Reuben Smith, a doctor, I think, who lives in the city. In December last, a month ago, our baby was born. Before that, and since then, Charley has treated me with the utmost cruelty, disowning all ties between us. Several days ago a woman with ringlets came here to one of the houses after a stove he had for her. I was at the window and noticed the conversation between them. When Charley came into the house he told me that we must part, that there was no marriage between us, that he had tired of me, &c. This woman with the ringlets is his new love; he acknowledged that. Oh, it seems as if it could not be the same world to me now, all is so dark and desolate. My heart is completely broken. To love and struggle on alone I have got to do, and I cannot without assistance. The reason I write this, and the circumstances under which I write, are most painful. I have been trying to work. I have been at work in a store all this week. To-night, (Saturday night,) I came here to my lonely home and was very unexpectedly accosted by a man just as I was unlocking the door. He asked me if I wished to see Mr. Goodrich; I told him yes, and asked him who he was. He said his name was George Baker; that he had been employed to watch the building and that my trunks and clothes had been taken into another house. I was quite bewildered, and I had not the slightest idea that Charley would ever treat me in this manner. I followed the man into the house and saw all my things thrown upon the floor. It seems like some dreadful nightmare. To-morrow is the Sabbath, and where will I stay or what will I do? I have no money and no friends. I am seated on my trunk writing this to you. My hands are so stiff with the cold that I cannot hold my pen; for that reason it may not be easy for you to decipher my hurried writing. AMY G*******.

SATURDAY EVENING, Feb. 15.

The surname initial "G" was evidently intended for "Goodrich." Two days after receiving the letter Mr. Goodrich called on his brother and questioned him as to the truth of the statements in the mysterious document. He admitted that they were correct, with the exception of the story of the mock marriage, which he said was absolutely untrue. The woman was absent when Mr. Goodrich first visited his brother in Degraw-street, but on the occasion of a subsequent visit, about two weeks before the murder, a woman was seen in the house. Charles Goodrich acknowledged her presence, and said she was the writer of the letter, and that he intended sending her to New York, as she was a bad woman. The next visit of Mr. Goodrich to his brother's residence was on the morning of the eventful Friday, March 21, when, after repeated and unsuccessful ringing and knocking, he obtained the key of the adjoining house and reached the one to which he desired entrance by descending through the scuttle. Everything was in order up-stairs; on reaching the basement he found the door of the front room locked, and on entering from the kitchen his brother was seen lying dead before the fire-place, with a pistol by his side and a bullet ball in his temple. The detectives were summoned and entered the house before anything had been touched. The indications led them to believe that death was the result of suicide; so far as they knew, the man was of sedentary disposition, and what more likely than that he had killed himself? The post-mortem examination showed that he had received three bullets in his head, and at once the general impression changed from suicide to murder. The detectives still held to the theory of suicide, although on the day following the discovery they were placed in possession of the letter signed "Amy G.," and of knowledge of Goodrich's relations with the writer.

The murder created intense excitement at the time of its occurrence, and public interest in the case had not by any means ceased when the excitement was revived by the arrest of Kate Stoddard. During the few days succeeding the murder the police wavered between murder and suicide, and finally arrested Lucetta Myers, who was supposed to be the original of a faded portrait of Kate Stoddard, which was found among Goodrich's effects. The statements of the prisoner set the police on the track of a man whom Mrs. Meyers described as a Spaniard named Roscoe, who had threatened Goodrich's life on account of the rivalry that existed between them, and Mrs. Meyer's preference for Goodrich. Then a telegram was received from Cold Spring, N. Y., advising the arrest of one James, alias "Pop" Tighe, a professional burglar, who frequented Sixteenth-street, New-York. Tighe was accused by the Cold Spring informant of the police of having the watch of the murdered man, and the police were at once seeking Kate Stoddard, Roscoe, and Tighe.

In due time an inquest was commenced and adjourned and continued and readjourned without resulting in any developments. On the arrest of Mrs. Myers the Coroner again called together the jurors, and the prisoner testified positively to her belief in Roscoe's guilt, and to her intimacy with Goodrich and his presence at her house in New-York on the night before he was found murdered. Mrs. Meyers was in time released, and the result of her testimony was the arrest, at various times, of four persons on suspicion of being identical with Roscoe.

Each arrest proved to be a mistake, and for several weeks the police appeared to be baffled. They were told that Kate Stoddard had been seen in Albany, and visited the house of friends in Clinton-avenue in that city, and there the woman detective was sent, but without success. The police finally concluded that the case would go on their black record of undiscovered crimes, when, on Tuesday afternoon last, Capt. McConnell, of the Second Precinct of Brooklyn, notified Chief Campbell that one of his officers had arrested at Fulton Ferry-house a woman who was declared by Mrs. Mary Handley, the woman detective, to be Kate Stoddard, the supposed murderess of Goodrich. What followed has been told in yesterday's TIMES.

THE INQUEST.

The inquest will be resumed before Coroner Whitehill, at noon to-day, in the General Sessions Court-room of the Kings County Court-house. Kate Stoddard and Lucette Myers will go on the stand to reiterate before the Coroner's jury their statements to the police.

Numerous rumors in relation to the affair were rife in Brooklyn last evening. An official stated that Kate Stoddard has said in her confession that she killed Goodrich on Thursday morning, and not on Friday morning, although there is ample evidence to show that he was seen on Thursday, during the day and evening. It was also stated, and apparently on good authority, that the police were on Roscoe's track, and expected to arrest him in New-York last evening. Kate Stoddard professes not to know him or ever to have heard of him until after the murder, but the police are said to believe this to be a device to shield him from arrest. There is no doubt, however, that they are seeking him in New-York with expectation of success, two of the detectives being yesterday and last evening engaged in the search.

THE TURF.

LONG BRANCH RACES.

To-day's racing will close the first meeting of the Monmouth Park Association, and there is every indication of an excellent day's sport. The first race is the Long Branch Steeple-chase Handicap of about three miles, for all ages, for which Duffy, Tammany, and George West will start. Duffy is handicapped at 154 pounds, Tammany 151 pounds, and George West 144 pounds. The second race is the Jersey Jockey Club Purse of $1,000, for all ages; mile heats, best three in five. In this there are four entries, viz.: A. C. Franklin's b. m. Arizona, 5 years, by Lexington, out of imp. Zone, by The Cure; H. P. McGrath's b. f. Jury, by Lexington, out of Roxanna, by imp. Chesterfield, thereby being a full sister to Susan Ann; J. W. H. Reynolds' b. c. Whisper, three years, by Planet, out of Mattie Gross, by Lexington, and John Coffee's gr. c. by Lightning, out of Jessamine Porter. The concluding event will be the Monmouth Sequel Stakes for three-year-olds, the winner of the Jersey Derby to carry five pounds extra. Two miles. Six stables are announced to send representatives to the post, viz.: A. Belmont, who has the ch. c. Periwinkle, by Kentucky, out of Fleur des Champs, and ch. c. Count D'Orsay, by Kentucky, out of Lady Blessington. H. R. McGrath has the b. c. Artist, by Asteroid, out of Fairy, by imp. Knight of St. George; John F. Chamberlin has Survivor, by Vandal, dam by Lexington; D. J. Crouse has the ch. f. Satire, by Revolver, out of Syren, by Oliver, being a full sister to Business; Babcock and Ransom will start the b. c. Ransom, by Asteroid, out of Banner, by imp. Albion, and Dr. Weldon will be represented by the b. c. Warlike, by War Dance, dam by Captain Beard. There was the usual animation visible at Chamberlin & Johnson's pool-rooms, and the betting was brisk at the rates given below:

STEEPLE CHASE.

Duffy	$20	$35
Tammany }	15	35
George West }	9	
Total	$44	$70

MILE HEATS.

Jury	$85	$100	$100
Arizona	100	90	85
Whisper	22	30	22
Coffee's colt	30	30	30
Total	$237	$250	$237

SEQUEL STAKES.

Belmont	$40	$40	$85	$70
Chamberlin	21	18	30	20
McGrath	20	9	35	25
Crouse }	7	7		
Babcock & Ransom }	5	5	20	17
Weldon }	6	5		
Total	$99	$85	$170	$132

POOL SELLING AT LONG BRANCH.

LONG BRANCH, July 11.—The pool selling this evening for the races to-morrow was lively. The following are the averages:

FIRST RACE—LONG BRANCH STEEPLE CHASE.

Duffy	$50
George West, } Tammany, } Together	35

SECOND RACE—JERSEY JOCKEY CLUB.

Arizona	$50	$60
Jury	45	50
Coffee's Lightning Colt	15	25
Whisper	20	30

THIRD RACE—MONMOUTH SEQUEL STAKES.

Belmont's stable	$210	$460
Chamberlin's stable	180	250
McGrath's stable	150	107
Crouse's stable	110	125
Babcock & Ransom's stable	25	45
Weldon's stable	25	30

BUFFALO DRIVING PARK ASSOCIATION.

BUFFALO, N. Y., July 11.—Assurances are coming in from every quarter that a majority of the best horses in the country will be present at the August meeting of the Buffalo Driving Park Association, to contend for purses of $70,000. The track is being greatly improved, and the accommodations on the ground enlarged. Entries will close July 26.

UNION SEASIDE CONVENTION

OCEAN GROVE.

OPENING OF THE EXERCISES—DEDICATION OF THE TABERNACLE—NOTES FROM THE CAMP-GROUND.

From Our Special Correspondent.

OCEAN GROVE, N. J., Thursday, July 11, 1873.

On the eastern coast of New-Jersey, from Sandy Hook to Cape May, there is not a more lovely spot, nor one better adapted for a Summer's resort than Ocean Grove. The grove proper is situated six miles south of Long Branch, and contains 300 acres of forest land, bounded on the north by Wesley Lake, on the south by Fletcher Lake, on the east by the Atlantic Ocean, and on the west by the turnpike road to Long Branch. It is the property of the Ocean Grove Camp Meeting Association, a regularly incorporated body, bound by their charter to hold one camp-meeting each year. But the members do not hold themselves to a bare compliance with the law in this respect. Religious exercises are held every day from the commencement of the season in June until its close at the end of September. This week there is a special attraction for visitors afforded by the Union Sea-side Convention. Methodists are the principal owners of the grove, but this convention—which opened yesterday—is participated in by all sects. It has been a long time in contemplation, and the call was signed by prominent members, lay and clerical, of the Presbyterian, Baptists, Congregational, Episcopalian, Friends, and Methodists. Preparations on an extensive scale were made, and, indeed, are still making to receive the rush of visitors. Since Monday seventy-five tents have been erected, making in all 150 of these picturesque canvas-covered residences that peep out here and there through the trees in the grove. A hundred more tents are ordered, and will be completed by the end of the week. There are 300 cottages already built, many of them for permanent residences, and a number of others are in course of erection. Since Monday morning at sunrise, everybody here has been very busy. On all sides the notes of preparation resounded, and with each day the labors of tent-builders and others engaged in preparing for the convention, were increased by a fresh access of visitors. Cartloads of household goods might be seen wending in different directions through the grove attended by whole families. Indeed a new zest is added, in the opinion of many, to life in the grove, by the fun to be derived from building and moving into a tent. For be it understood there are many here who live in tents not only during the camp-meeting, but for the whole season. At present there are about 1,500 persons living within the confines of the grove, and of these 600 find shelter beneath canvas. One broad avenue bisects the grove, stretching from the entrance on the turnpike road to the sea. Streets and other avenues are mapped out, but the place has not yet put on that regular appearance presented by older resorts. This very irregularity is, to my mind, one of the most attractive features. There are no prim walks and graded streets, but there are mysterious grass-grown paths through the woods that lead nowhere in particular. The trees meet over them and afford a grateful shade when the noonday sun blazes down on the open places. There is no particular portion of the grounds set apart for tents. One meets them everywhere. Sometimes after struggling through the dense undergrowth of a pine wood, which looks as if its solitude had been invaded for the first time, you come suddenly on an open glade, and in the centre a snow-white tent. Others choose for the site of their canvas houses the bare strip of grass land that runs near the beach. There are three or four large boarding-houses, and several very good hotels. Attached to one of these is a long shed open at either side and looking out on the sea. This serves as a dining-room, and is a vast improvement on the hot, crowded rooms, used for that purpose at most watering-place hotels. Excellent board can be procured for $10 a week. If quietness is a desideratum at a Summer resort, Ocean Grove should rank well. There is no hurry about anything. Everybody takes his time. The "carryall," dignified with the name of a stage, that takes one from the depot at Long Branch to the grove is drawn by a pair of quadrupeds which neither moral suasion nor leather thongs can drive along at a pace greater than three miles an hour. In fact they can be backed to stay behind anything on the road, from a hand-cart to a farmer's wagon. The pace, however, is not always objectionable, as the road passes through a splendid country, and the sea view is very fine. Boating, bathing, and fishing are the chief amusements here. The boys sometimes play base-ball, and occasionally one sees a game of croquet. All charges for boats, bathing, boarding, and, in fact, accommodations of every sort are regulated by the association, and are very much below the rates at ordinary watering-places.

The season opened on the 1st of June, but yesterday was looked forward to as the real ceremonial day. The morning opened bright and clear with a magnificent breeze from the sea. The early trains from New-York and Philadelphia brought crowds of visitors. By noon the place was fairly overrun. All day the office of Mr. H. B. Beegle—which is also the post-office—was besieged by applicants for information regarding the hotels and boarding-houses, by applicants for tent sites, and by applicants for letters and papers. Among the arrivals were a large number of clergymen of all denominations.

At 3 o'clock in the afternoon the tolling of the bell announced that the convention was about to open, and soon the crowds took their way to the tent of Dr. J. M. Ward, in the northern part of the grove. The Tabernacle, a mammoth tent, situated in the same locality, was not dedicated until the evening, and was therefore not used for the opening exercises. Dr. Ward's tent, although a large one, was insufficient to hold the number that sought to participate, but by opening the sides all obtained a view of the platform and the proceedings. Dr. Ward opened the convention in a brief address. He said its object was the promotion of holiness of life through an overcoming faith in Christ or baptism of the Holy Ghost, by union in prayer and conference in public and private, and by the teachings of the word of God as interpreted by the Holy Spirit in personal Christian experience. All, without respect to denomination, interested in the movement were invited to participate. Dr. Ward then read a number of very interesting letters from clergymen and others expressing sympathy with the movement and hearty approbation of the effort to bring together for prayer and conference the members of different sects of the Christian Church. Among others a letter was read from President Finny, of Oberlin College, Ohio. After prayer short addresses by Judge Thos. O. Low, of Dayton, Ohio, and Rev. Henry Belden, of New-York, the exercises closed.

After the conclusion of the exercises many of the visitors spent the time until supper in wandering through the grove; others betook themselves to the beach and had a refreshing plunge in the surf, while others went sailing on the pretty little miniature lakes that form the boundaries of the northern and southern limits of the grove. When the sun sank down below the horizon and the long lines of gold formed by the departing rays had disappeared from the sky, the gas-lamps and tent-lights began to twinkle among the trees. A few minutes before 8 o'clock the tolling of the bell announced that the hour for the dedicatory services in the Tabernacle-tent was drawing near, and the people began to come in groups from all directions. By 8 o'clock the immense tent was full, every seat was taken. The stand was filled with clergymen, among whom were Rev. J. S. Inskip, Rev. E. H. Stokes, Rev. Dr. Ball, and Rev. Dr. Haedstrum. When all had assembled a hymn was sung, the whole congregation taking part. Rev. Mr. Inskip was then introduced by Dr. Ward, as the clergyman who had been selected to lead the exercises during the continuance of the convention. Mr. Inskip made the dedicatory prayer and delivered a fervent, soul-stirring address.

Addresses were also made by Dr. Haedstrum, Dr. Ball, Rev. Mr. Stokes, Dr. Belden, and Dr. Ward. The prayers and hymns were joined in with a quiet fervor, indicative of the strong religious feeling pervading the meeting. Dr. Ward, in announcing the order of exercises for the coming ten days, expressed himself moved and gratified by the attendance which has made the first meeting of the convention assume almost the proportions of a national camp-meeting. It certainly gives promise of an immense attendance at the regular camp-meeting in August. A few minutes after the close of the dedicatory services, the congregation had all dispersed to their homes, and quiet reigned in the Summer settlement by the sea.

The chief topic of conversation here after the convention is the camp-meeting to be held in August. Great things are expected and immense preparations are in progress. Superintendent Beegle has already received a large number of orders from all parts of the country for tent sites.

The rules for the government of the regular camp-meeting have already been drawn up and promulgated. These rules are comprehensive. The way in which the Sabbath is to be observed is set forth, the order of the exercises both in public and private is made known, and the scale of prices to be charged for board either by the day, week, or meal, is established. During the camp-meeting the grounds will be closed all day Sunday, and at 10 o'clock P. M. on week-days. The grove opens every morning at 5 o'clock. A force of policemen is paid by the association to keep order.

No intoxicating drink of any kind is permitted to be sold either in the grove, or within three miles of it. The manner in which the charter authorizes the association to dispose of lots enables them to prevent abuses creeping in to disturb the harmony of the place. When a cottage lot is purchased, a lease of ninety-nine years is given, the purchaser or his heirs having power to buy the lot unconditionally at the expiration of that term. This, to the purchaser, has all the advantages of a fee simple sale, but permits the association to use a proper control over the ground.

Talking of cottages, a very pleasant little ceremony will take place here on Sunday. Rev. Mr. Osbourne, who has been one of the most active spirits in promoting the growth of the grove, is to be presented with a $3,000 cottage, beautifully situated on the shore of Westly Lake. Of the many pleasant things that can be said of Ocean Grove, one of the pleasantest is that no person connected with the association makes any money by it. The only salaried officer is the Superintendent. What a man pays for a lot is devoted at once to the improvement of that lot by the association.

WASHINGTON MARKET.

ITS SANITARY CONDITION—RECENT IMPROVEMENTS—EXAGGERATED REPORTS.

Mr. De Voe, Superintendent of Markets, has addressed a letter to Controller Green—of which the following is a copy—respecting the condition of Washington Market:

CITY OF NEW-YORK, DEPARTMENT OF FINANCE, CONTROLLER'S OFFICE, BUREAU OF MARKETS, July 10, 1873.

SIR: I deem it right to yourself and just to the officials employed in the government of our public markets, to ask your attention to the report made to the Board of Health, published in the Press of the 9th inst., which asserts the Washington Market to be in a filthy condition in the following language: "Connected with the South Market (meaning I suppose the south side of Washington Market) are several sheds or booths in a condition detrimental to health." Then after describing other sheds and around and connected with the main building, the report says: "Several of the gutters underneath the floors of said booths were found to be filthy, with the most offensive kind of liquid and other filth, and the pavement adjoining thereto was littered with market refuse in a state of decomposition."

In exposing this serious charge made against the cleanliness and sanitary condition of this market and the several sheds connected with the main building, I would beg to observe that I have been, and am still impressed, that the state of Washington Market and its numerous outbuildings, as far as the age and character of the buildings will admit, is as healthy conditioned as it is possible for them to be without their being absolutely reconstructed on modern scientific principles.

I am free to say that the long dilapidated state of this market, and the utter neglect, and its disgustingly filthy condition, were characteristic features during the twenty years previous to the time that your administration placed the public markets under my care and supervision, since which time the most important sanitary improvements and additions conducive to benefit health and comfort have been made.

Not the least among which is a perfect system of drain-pipes and complete sewerage, placed beneath the whole area of the market flooring. These drain-pipes are all perfectly connected, and protected by properly-constructed traps leading to the common sewerage, which thoroughly prevents the return of eliminated noxious or poisonous gases, fermented by sewerage collections and putrefaction.

The old rotten and putrid plank of the market have been replaced by a new flooring; walks have been repaired; gangways have been widened and cleared of all obstructions; the roofs have been repaired and painted and placed in as fair condition as possible; new stalls and many sanitary changes have replaced the old filthy condition of every portion of the market as I found it when I first undertook its supervision.

Now under the new régime the market is cleaned every day, and in addition, during the Summer months, increased exertion has been demanded from every employe during all of the business hours of each day who are constantly engaged in gathering the wide-spread accumulation of garbage, offal, stale and unwholesome meats, and stale and semi-putrid vegetable matter which are constantly being collected or seized and immediately taken away. At the same time constant daily attention is paid to having the sidewalks under the sheds, connected with the market and the gutters, well scraped and swept, besides being cleansed down with water.

In addition to this, at the daily closing of the business of the market the occupants sweep out their respective stands, when all this refuse, together with the sweepings of the main avenues, is collected and carted away the same night.

Not the least remarkable characteristic of this market is the sanitary observance and willing discipline demonstrated by the market occupants to maintain a healthy condition of the market and its surroundings. I must confess I was amazed that this report, under these circumstances, should make the positive statement that "several of the gutters beneath the floors of the booths were found to be filthy." As to the outside booths, or those disconnected, to which reference is made as offering a serious obstruction to business, as well as being detrimental to public health, I think I do not ask too much or too little of the person who made the report, that he should be sure of his fact, before officially making a statement full of error, as is the complaint before the Board of Health that Washington Market is in a filthy condition. Surely he will admit that the market officials are neither answerable for, nor liable to, his censure for the condition of the booths or sheds not connected with the market, and therefore beyond their surveillance or control. I am disposed to believe that the report was not based upon a personal inspection. I am more free to form this theory inasmuch as it is with great pleasure I am able to state only a week ago Dr. Janes, City Sanitary Inspector, personally visited this market, now reported to be in a filthy condition, and after an examination of the market, including these connecting sheds, gutters, &c., declared to Mr. Kettleman, its clerk, that "the market was very clean." This opinion of Dr. Janes I can conscientiously indorse, and, in addition, can also assert that the sanitary condition of Washington Market is as perfect as its construction and vast business will permit your officials to maintain its purification and cleanliness. In conclusion, I most emphatically deny that either the Washington or any other public market under my supervision is in any way obstructed so as to be detrimental to individual or the public health.

Very respectfully,

THOS. F. DE VOE, Superintendent of Markets.

ANDREW W. GREEN, Controller.

PERSONAL.

Homer Ramsdell, of Newburg; Gen. J. G. Frary, of Connecticut; Hon. A. Mitchell, of Milwaukee; Lieut. Commander C. W. Tracy, of the United States Navy; Capt. McKay and D. McNicol, of England; Paymasters J. J. Read and W. McGowan, of the United States Navy, are at the Hoffman House.

Thomas D. Pearce, of Philadelphia, is at the Clarendon Hotel.

J. Nelson Varley, of England, and J. F. Burns, of Hartford, are at the Sturtevant House.

Hon. J. H. Devereaux, of Cleveland, President of the Cleveland, Columbus and Indianapolis Railroad, and Vice President of the Atlantic and Great Western Railroad; Gen. A. V. Kantz, of the United States Army; Hon. C. H. Sherrill, of Washington; Col. W. B. Wells, of Salt Lake City, and Dr. W. S. Jenkins, of Germany, are at the St. Nicholas Hotel.

Henry Farnam, of New-Haven, is at the Albemarle Hotel.

S. M. Milliken, of Portland; Secretary Robeson, and Senator Roscoe Conkling are at the Fifth-avenue Hotel.

Rev. Joseph R. Wilson, D. D., of Columbia, S. C., and Col. J. B. Palmer are at Barnum's Hotel.

Col. J. E. Conrad and Capt. Robert Hall, of the United States Army, are at the Glenham Hotel.

Gen. W. J. McPherson and Major J. R. McGuinness, of the United States Army, are at the Grand Central Hotel.

Gen. Benjamin F. Butler left for Boston yesterday.

Hon. A. B. Cornell left the Fifth-avenue Hotel for Long Branch yesterday.

Rear Admiral Alden left the Astor House for Washington yesterday.

DEATH OF A NEW-YORK MERCHANT.

The cable announces the death of Mr. Edward Bech, on the 9th inst., at Stuttgart, in Germany. Mr. Bech was a native of Copenhagen. He came to this country when quite a young man, and was for many years connected with the Hamburg-American Packet Company, and was afterward identified with the manufacturing interests of the iron trade in this City. He was President of the Port Henry Iron Ore Company, of Lake Champlain, and senior member of the firm of Edward Bech & Company, and was also largely interested in other commercial enterprises in connection with the iron trade.

CITY AND SUBURBAN NEWS.

NEW-YORK.

The Surrogate has decided the dispute in the Stuyvesant will case by admitting it to probate.

John Kelly, of No. 250 Hudson-street, charged with picking the pocket of Bernard Flanagan, of No. 304 Hudson-street, of $9, was held in default of $1,000 bail.

The ferry-boats Suffolk County and Long Isand City, collided on the East River, yesterday morning, and a portion of the railing of the former was carried away.

Michael Kerwin, the keeper of a liquor-saloon at No. 311 East Thirty-second-street, who was stabbed on the 17th of June last, by John McManus, died in Bellevue Hospital yesterday.

At the Essex Market Police Court, yesterday, Kate Armstrong, of East Sixteenth-street, was held to answer a charge of stealing a watch and chain from the store of James Donnelly, No. 385 Avenue A.

Controller Green paid, yesterday: Department of Docks, laborers, to June 28, $6,275 59; Boulevards and avenues, laborers, to June 28, $34,890 74; repairs to pipes, stop-cocks, &c., laborers, to June 30, $2,933 75. Total, $44,100 08.

The President and Cashier of the Germania Bank of this City deny that J. S. Feurth, as stated in a dispatch from Harrisburg yesterday, has fraudulently obtained money from their institution. They say he has had no business with the bank whatever.

Thomas Walsh, of No. 121 Thompson-street, and Frederick Taylor, of No. 140 Ludlow-street, the two men who snatched the bundle of clothing from Thomas Day, on the corner of Tenth-street and Fifth-avenue, on Wednesday afternoon, were yesterday committed by Justice Ledwith in default of $1,000 bail.

John J. Sullivan, a patrolman of the Sixth Precinct, was arrested yesterday by Deputy Sheriff Curry, at the suit of Anna Price, of No. 59 Bayard-street, brought to recover $1,000 damages for entering her room and clubbing her severely. Sullivan was released on $500 bail.

Jacob Manheim, charged by S. W. & K. Chisholm of this City, with obtaining goods valued at $2,150 74 on alleged false representations, and under the assumed name of Michael Manheim, was arrested by Deputy Sheriff McLaughlin yesterday, and held in default of $2,300 bail.

Edward Brandon, Chairman of the New-York Stock Exchange, yesterday notified the members of the board that Messrs. Morton, Bliss & Co. had been enjoined from transferring Union Pacific stock in the names of persons recently published as bond-holders, and that such stock is not now a good delivery to purchasers.

Joseph Hanaw was arrested, yesterday, on an order in supplementary proceedings under an old judgment obtained by Frederick Van Valkenberg, John L. Kernan, and Samuel L. Van Lantwood, and which had been returned unsatisfied. Hanaw was captured by Clerk of Arrest Jarvis, when about to start for Europe, and held in $1,000 bail.

Controller Green reports the following amounts paid into the City Treasury yesterday: From assessments for street openings and improvements, and interest, $8,276 06; from arrears of taxes, assessments, Croton rent, and interest, $5,169 30; from Croton water rent, and penalties, $20,427 94; from market rents and fees, $942 75; from licenses, $143 25. Total, $34,959 30.

John McCabe, Sr., and John McCabe, Jr., husband and son of Mary McCabe, who was found brutally murdered on the morning of the 4th of July, were yesterday indicted by the General Sessions Grand Jury for murder in the first degree. James Jackson, the colored man charged with the murder of Caroline Gibson, in Thompson-street, was indicted for manslaughter in the first degree.

George G. Baker, Wm. F. Baker, and Henry G. Gardner were arrested yesterday by Order of Arrest Clerk Judson Jarvis, at the suit of James H. Lyles and Watson H. Gibson, in an action for damages for presenting false invoices of certain cargoes of railway ties to plaintiffs, and obtaining from them over $3,000 beyond the value of the goods supplied. The parties were held in $4 000 bail each.

BROOKLYN.

The Board of Health met yesterday and resolved to purchase two ambulances for the use of the City Hospital at a cost of $4,600.

The Boards of Health and City Works have decided to annul the contract of Edward Clark, the Offal Contractor, and to sue his sureties on the ground of repeated violation of contract.

Officer Killian went to protect Margaret Doherty from being beaten by her husband George, when the latter attacked the officer with a knife wounding him severely. A blow from Killian's club broke Doherty's arm, and he and his wife were locked up in the Fourth Precinct Station-house last night.

WESTCHESTER COUNTY.

Mr. Andrew M. Nolte has been appointed postmaster at Tuckahoe.

The village heretofore known as Dobb's Ferry has been incorporated by a vote of the citizens of the place by the new name of Greenburg, which is also the name of the township in which it is situated.

Jacob Hoffman, one of the men who was so badly burned in the building owned by Philip and Wm. Ebling, brewers, of Morrisania, which was destroyed by fire, died on Thursday. He had no family.

The jury impaneled by Coroner Miller, of Morrisania, to hold an inquest upon the body of Henry Dooley, who was accidentally shot by one of his companions while the party were firing at a target, exonerated Alfred Boullard from all blame, and censured the practice of parents allowing their children the use of fire-arms.

STATEN ISLAND.

On Sunday last a lady aged 102 years played the organ in the Reformed Church at Port Richmond, Rev. Dr. Brownlee, pastor, and is expected to perform again to-morrow.

A veteran of the war of 1812 named John J. Wood died at Four Corners on Wednesday, and was buried yesterday. Only about a dozen of the veterans are now left on the island.

A fair and festival for the benefit of St. John's Church at Clifton, Rev. D. Eccleston, pastor, was held at Fort Wadsworth last evening. The fort was brilliantly illuminated, and the Third Artillery Regiment Band furnished some excellent music.

NEW-JERSEY.

Dr. John F. Ward, of Newark, died yesterday afternoon at 2:30 o'clock.

The vestments and chalice ordered from Paris for Bishop Corrigan, by the clergy of the diocese, were presented to him yesterday.

The house of T. C. Juxbury, No. 242 Fifth-street, Jersey City, was entered by thieves, Thursday afternoon, and robbed of goods valued at $300.

Wm. Grimmoran died in Irvington, yesterday, from the effects of his intemperance. When the body was found his wife was so drunk she could give no account of the affair.

David McCurdy, the former Street Commissioner of Newark, died yesterday from a fracture of the skull, received by falling on the sidewalk in front of his home about a week since.

The map of the Bergen section of the Hudson County Boulevard shows the value of lands to be taken to be $883,893, and of buildings $371,350, making the total cost for these two items $1,253,243 for less than one-third of the road.

While drill-engine No. 36 of the Pennsylvania Road was standing on the track at Jersey City, yesterday morning, a portion of the machinery broke and the engine rushed up the track at lightning-speed. At Warren-street she ran into a freight-car, and was badly wrecked.

The second trial of ex-Chief of Police McWilliams and ex-Detective Boyle, charged with complicity in the attempted robbery of the First National Bank of Jersey City, on June 6, 1872, will take place on Tuesday next in the Hudson Oyer and Terminer. Chief Justice Beasley will preside.

Dr. Josiah Hornblower, the Treasurer of Jersey City, was removed on Thursday night, and Alexander D. Hamilton appointed in his place. The reason for the action was, that Dr. Hornblower refused to consent to a transfer of the city funds from one account to another, he not considering the action legal.

ST. GABRIEL'S GRAMMAR SCHOOL.

The ninth Commencement of St. Gabriel's Grammar School, East Twenty-sixth-street, between Second and Third avenues, took place last night, Rev. Wm. H. Clowrey, pastor of St. Gabriel's, presiding. The room was crowded to suffocation. The exercises consisted of vocal and instrumental music, recitations, selections, &c., by the pupils, who acquitted themselves admirably. At the conclusion the prizes and certificates were delivered by Rev. Father Clowrey. The gold medals were awarded as follows: First prize, John M. Early and James W. Kelly; second, John J. Kane; third, John E. McDonald; fourth, Thomas J. Kane; fifth, Thomas F. Usher; sixth, James P. Looram; seventh. George W. Markey.

RAILWAY ACCIDENT.

As the Port Jefferson train, on the Long Island Railroad, approached the Thomson-avenue crossing, Long Island City, about 5:30 P. M., yesterday, a man was observed standing upon the track. The engineer used every effort to attract his attention and warn him of his danger, but without avail. He then whistled "down brakes," but it was too late to stop the train. When at length the train was stopped it was found that the man was dead, his skull being badly crushed and his body fearfully mangled. The corpse was brought to Hunter's Point, and recognized as that of Thomas McLean, an employe in Smith's varnish factory, Hunter's Point, and a resident of Woodside. McLean was about forty years old, unmarried. Justice Brown will hold an inquest to-day.

CHICAGO AND NORTH-WESTERN.

A very strong effort is being made in Wall-street to induce the general public to speculate in the common stock of the Chicago and Northwestern Railroad. Ever since the "corner," in which "North-west" was forced up to such fabulous figures, to the great loss of the majority of the operators, the stock has been mostly held by the Jay Gould clique, the members of which have been unable to find a market for it. Lately, however, the reverse experienced by Jay Gould and his followers in the attempt to mark up the price of gold has caused them to put forth all their efforts to raise money upon Chicago and North-western stock. As a result of these exertions there have been an immense number of transactions in "North-western" stock for the past few days, which are said to be principally fictitious. Many people in Wall-street are of the opinion that "North-western" will have to be offered at a much lower figure before it will be purchased by the general public. The ruling quotation at present is about 69.

LAW REPORTS.

DECISIONS.

SUPREME COURT—CHAMBERS—JULY 11.

By Judge Daniels.

Sanford vs. White et al.; motion denied with costs of opposing.

Green et al. vs. Lockwood; motion granted, with $10 costs on defendant stipulating not to sue for false imprisonment.

Bailey vs. Dodge; motion for reference denied, with $10 costs of opposing.

The People vs. Macgregor & Green; motion for writ of mandamus denied, with $10 costs.

SUPERIOR COURT—SPECIAL TERM.

By Judge Monell.

Hemphill et al. vs. Foley et al.; order denying motion to satisfy judgment.

Muller vs. Augennar; reference ordered.

Good et al. vs. Birdsall; order denying stay of proceedings, with $10 costs to plaintiff, and for entry of judgment.

Schneider vs. Knox et al.; order disallowing items of costs amounting to $82 50.

Wilmerding vs. Lester et al.; order setting aside former order unless an affidavit of merit is filed by the 15th inst.

Stanton vs. Barnard et al.; default opened and defendants allowed to defend on payment of $10 costs.

FOREIGN MARKETS.

LONDON, July 11—12:30 P. M.—United States 10-40 Bonds, 90⅝. Erie Railway Shares, 48⅛.
1 P. M.—Erie Railway Shares, 47⅝.
1:15 P. M.—Erie Railway Shares, 47⅞.
1:25 P. M.—Erie Railway Shares, 47⅞.
2 P. M.—Erie Railway Shares, 47½.
3 P. M.—Erie Railway Shares, 47⅝.
3:15 P. M.—Erie Railway Shares, 47½.

FRANKFORT, July 11.—United States 5-20 Bonds, 96⅝ for the issue of 1862.

LIVERPOOL, July 11, 12:30 P. M.—Cotton—The market is quiet and steady; Middling Uplands, 8¾d.; Middling Orleans, 9d.; sales—12,000 bales, including 2,000 bales for speculation and export. The sales of the week have been 70,000 bales, of which 5,000 bales were taken for export and 3,000 bales on speculation. The stock in port is 918,000 bales, including 376,000 bales American. The receipts of the week have been 71,000 bales, including 25,000 bales American. Actual export 8,000 bales. Sales of cotton shipped from Savannah or Charleston, deliverable July, August and September at 8 9-16d. Breadstuffs—The receipts of Wheat for the past three days have been 92,000 quarters, including 74,000 quarters American. The receipts of Corn for the past three days have been 15,000 quarters, including 13,000 quarters American.

1:30 P. M.—Cotton—The stock at sea bound to this port is 459,000 bales, including 115,000 bales American. Sales of Cotton not below Good Ordinary, shipped from Savannah or Charleston, deliverable July and August, at 8 7-16d.

3:15 P. M.—Breadstuffs—The market is steady.

5 P. M.—Cotton—Of the sales to-day 7,750 bales are American. Sales of the new crop not below Middling Uplands, shipped from Savannah or Charleston, October and November, at 8⅝d., and sales of do. shipped from the same ports, deliverable October and November, at 8 11-16d. Trade report—The market for Yarns and Fabrics at Manchester is dull but not quotably lower.

Evening—Common Resin, 8s. 3d. ℙ cwt.

ANTWERP, July 11.—Petroleum, 33¼f. for Standard White.

THE STATE OF TRADE.

WILMINGTON, N. C., July 11.—Spirits of Turpentine quiet at 41c. Resin steady at $2 30 for Strained; $2 40 for No. 1; $4 for Pale; $4 12½@$4 50 for Extra Pale. Crude Turpentine quiet at $2 for Hard, and $3 for Yellow Dip and Virgin. Tar steady at $3 25.

CHICAGO, July 11.—Cattle quiet and steady; nominally unchanged; receipts, 3,200; sales of fair to good Steers at $5 25@$5 50; Stockers, $3 55@$4 25; Choice to Extra, $5 75@$6 25; shipments, 2,400. Live Hogs active and higher; advanced 10c.; receipts, 6,000; sales of Fair to Good at $4 30@$4 45; Choice to Extra, $4 50@$4 65; closing firm; pens well cleared of desirable lots; shipments, 10,000. Sheep—Receipts, 717; market opened firm at yesterday's prices; closed weak and tending lower.

[Advertisement.]

PEGRAM'S PATENT SUN-STROKE PREVENTER.—A sure protection. Convenient and portable. For sale only at KNOX's three hat-stores. Price, $1 each.

PASSENGERS ARRIVED.

In steam-ship Steinmann, from Antwerp.—E. Musson, Miss M. E. E. Samuels, Mr. Kladoko, Charles Ernst, A. Marchl.

In steam-ship India, from Glasgow.—Wm. Hardie, John Robson, Charles Brown, J. M. Harris, W. R. Jones.

MINIATURE ALMANAC—THIS DAY.

Sun rises....4:39 | Sun sets......7:31 | Moon rises..9:49

HIGH WATER—THIS DAY.

Sandy Hook.9:23 | Gov. Island.10:12 | Hell Gate..11:34

MARINE INTELLIGENCE.

NEW-YORK......FRIDAY, July 11.

CLEARED.

Steam-ships California, (Br.,) Craig, Glasgow, Henderson Bros.; City of London, (Br.,) Mirehouse, Liverpool, John G. Dale; St. Laurent, (Fr.,) Lemaire, Havre, &c., George Mackenzie; Ellen S. Terry, Salyear, Newbern, N. C., Murray, Ferris & Co.; Old Dominion, Walker, Norfolk, &c.—Old Dominion Steam-ship Co.; Ann Eliza, Richards, Philadelphia, James Hand; Philadelphia, Davis, Philadelphia; Sarah, Jones, Philadelphia.

Barks Rebecca (Aust.,) Cetovich, Pernarth Roads, Slocevich & Co.; Ilva (Br.,) Litson, Maracaibo, Maitland, Phelps & Co.; Hosea Rich, Price, Bangor (Me.), Brett, Son & Co.; Torreyburn (Br.,) Copp, Buenos Ayres, Henry & Parker; Horace Beals, Pickett, Genoa for orders, John Zittlosen; Paoli Scheffano (Ital.), Cantaur, Cork or Falmouth, A. P. Agresta.

Brigs Julia Blake (Br.,) Gaines, Humacoa, P. R., J. F. Whitney & Co.; Nancy (Br.,) McBride, Pernambuco and Bahia, C. W. Bertaux; Ramires, Barnard, Pensacola, Benner, Pinckney & Co.

Schrs. Mary R. Hickman, Robinson, Washington, N. C., Van Brunt & Bro.; L. A. Rose, Rose, Georgetown, D. C., Van Brunt & Bro.; A. L. Putnam, Phillips, Point-a-Pitre, Miller & Houghton; Maud, Robertson, Galveston for orders, Chas. H. Mallory & Co.; Sallie Burton, Burley, Stamford, Stamford Manufacturing Co.; Victor, Nickerson, Para for orders, L. E. Amsinck & Co.; G. A. Pierce, Kelly, Salem.

ARRIVED.

Steam-ship India, (Br.,) Mackay, Glasgow, June 28, and Moville 29th, with mdse. and passengers to Henderson Bros.

Steam-ship Steinmann, (Belg.,) Lechere, Antwerp June 21, via Halifax July 8, with mdse. and 177 passengers to Funch, Edye & Co.

Ship Washington, Chase, Liverpool June 1, with mdse. to Wm. T. Frost.

Steam-ship Hatteras, Roberts, Norfolk, with mdse. and passengers to Old Dominion Steam-ship Co.

Steam-ship Fanita, Doane, Philadelphia, with mdse. and passengers to Lorillard Steam-ship Co.

Ship Ne Plus Ultra, Hagar, London May 21, Isle of Wight 26th, and Scilly Islands June 1, with mdse. to Grinnell, Minturn & Co.

Ship Rebecca, Daggett, Havre, May 26, via Delaware Breakwater, July 8, in ballast, to Thos. Dunham's Nehpew & Co. June 20, on the banks, spoke fishing schr. Ocean (of Gloucester:) had taken 200 quintals fish; all well.

Bark Carib, Jayne, St. Croix, 12 days, with sugar, molasses and rum, to P. Hanford & Co.

Bark Pacific, (Norw.) Johnson, Hamburgh, 45 days, with mdse to master.

Bark Carl Imenda, (Norw.) Halvorsen, Newcastle, Eng., 84 days, with mdse. to Funch, Edye & Co.

Bark Success, (Norw.,) Olsen, New-Haven, in ballast to Funch, Edye & Co.

Bark Boylesta, (Norw.,) Aaronsen, Boston, 4 ds., in ballast, to Funch, Edye & Co.

Bark Artie, (Norw.,) Olsen, Hamburg 50 ds., with mdse. to Funch, Edye & Co.

Bark Hermanos (Norw.,) Hauff, London, 49 ds., with chalk to R. P. Buck & Co.; vessel to Tetens & Bockmann.

Brig Repeal, (of Yarmouth, N. S.,) Curry, St. Pierre, Mart., 18 ds., with sugar, &c., to H. A. Suan & Son.

Brig Catherine Morris, (of Parrsboro, N. S.,) Dunn, Windsor, N. S., 10 ds., with plaster to D. R. De Wolf & Co.

Brig Union Star, (of Parrsboro, N. S.,) Meriam, Windsor, N. S., 10 ds., with plaster to D. R. DeWolf & Co.

Brig Geo. H. McGilvery, Hall, Vinalhaven, with stone to order.

Schr. Helen A. Hasbrouck, Soper, Alexandria.

Schr. Marinda, Hardy, Norfolk, with staves to Wilson & Godfrey.

Schr. Ella G. McLan, (Br.,) Cook, St. John, N. B. 15 ds., with lath to Jed, Frye & Co., vessel to Heney & Parker.

Schr. Rambler, (of New-London,) Coleman, Baracoa, 11 ds., with fruit to Thos. J. Madge, vessel to Isaac R. Staples.

Schr. E. Wotten, Young, Providence, for Elizabethport.

Schr. O. F. Hawley, Baylis, Providence, for Elizabethport.

Schr. J. G. Fell, Nickerson, Providence, for Philadelphia.

Schr. Josephine, Saunders, Providence, for Elizabethport.

Schr. Harriet Lewis, Searle, Providence, for Port Johnson.

Schr. Rienzi, Cobliegh, Newport, for Elizabethport.

Schr. Tunis, Depew, Baker, New-Bedford.

Schr. Wm. D. Mangam, Chase, New-Bedford.

Schr. Daniel Webster, Packard, New-London.

Schr. Young Teaser, Stockham, New Bedford, for Philadelphia.

Schr. Elizabeth B., Hogan, Fall River, for Elizabethport.

Schr. Chief, Smith, Norwich, for Elizabethport.

Schr. Essex, Handy, Pawtucket.

Schr. Edward Stevens, Burgess, Bangor, with lumber to C. & E. J. Peters.

Schr. Ruth S. Hodgdon, Pendleton, Rockland, with lime to J. R. Brown.

Schr. Edward Everett, Suffolk, Rockland, with lime to J. A. Haviland.

Schr. Nahant, McIntyre, Rockland, with lime to Candee & Pressy.

Schr. Laura, Roberts, Charleston 11 ds., with naval stores to R. P. Buck & Co.

Schr. Cocheco, Young, Rockland, with lime to Candee & Pressy.

Schr. Alleghania, Snow, Rockland, with lime to J. A. Haviland.

Schr. Sinbad, Perry, Rockland, with lime to J. R. Brown.

Schr. Pacific, Gunn, Rockland with lime to J. R. Brown.

Schr. S. J. Lindsley, Crockett, Rockland, with lime to J. R. Brown.

Schr. Union, Morton, Rockland, with lime to Candee & Pressy.

Schr. Lake, Rogers, Rockland, with lime to J. R. Brown.

Schr. Exchange, Allen, Rockland, with lime to J. A. Haviland.

Schr. Mail, Endicott, Gardiner, Me., with lumber to Peters & Pearson.

Schr. R. E. Stimpson, Rand, Portland, with lumber to Cole & Benson.

Schr. Hyne, Oliver, Bangor, with lumber to Simpson, Clapp & Co.

Schr. Geo. B. Ferguson, Ferguson, Belfast, for Rondout.

Schr. Fannie & Edith, Ryder, Belfast, for Rondout.

Schr. Peiro, Keller, Windsor, N. S., 10 ds., with plaster to H. P. Brown.

Schr. T. S. McLellan, ——, Portland, with lumber to order.

Schr. Chas. E. Hillier, Hopkins, Bangor, with lumber to Cross & Austin.

Schr. Albus, Pendleton, Bath, with lumber to order.

Schr. Willard, Anderson, Newport, for Elizabethport.

Schr. L. A. Tolles, Day, Norwalk, for Elizabethport.

Schr. J. P. Robinson, Gould, Rolckford.

Schr. Isaac Anderson, Johnson, Norwalk.

Schr. Susan, Peck, Newport.

Schr. Ney, Chase, Fall River, for Rondout.

Schr. E. H. Brazos, Smith, Hartford, for Elizabethport.

Schr. Sliver Heels, Newman, Vinalhaven.

Schr. Chowan, Colespur, Saco, with heading to Haydell & Co.

Schr. Maria Fleming, Williams, Norwich, for Rondout.

Schr. W. W. Brainerd, Fitch, Newport, for Elizabethport.

Schr. M. M. Merriam, Babbitt, Dighton.

Schr. Jas. Ponder, Hudson, Somerset.

Schr. Saugatuck, Hawkins, Somerset.

Schr. Minne Kinne, Parsons, Providence, for Philadelphia.

Schr. Yankee Boy, Hughes, Pawtucket, for Philadelphia.

Schr. Gem, Thomas, Spruce Head, for Jersey City.

Schr. Harper, Leach, Portland, with lumber to Creed & Bros.

Schr. Uncle Joe, Brooks, Portland. Conn.

Schr. Chillion, Winslow, Portland, with lumber to Creed & Bros.

Schr. J. W. Hine, Lane, Hartford, for Port Johnson.

Schr. W. F. Burden, Adams, Providence, for Rondout.

Schr. H. H. Denning, Billard, Hartford.

Schr. Ida, Deering, Taunton, for Elizabethport.

Schr. Emma, White, Taunton, for Elizabethport.

Schr. Bela Peck, Avery, New-London, for Elizabethport.

Schr. James, Selsey, Hartford, for Philadelphia.

Schr. Hunter, Crane, Dighton, for Rondout.

Schr. Amelia, Terrey, Providence, for Rondout.

Schr. Nightingale, Fitch, Providence, for Philadelphia.

Schr. Mary Miller, Rich, Newport, for Elizabethport.

Schr. J. S. Terrey, Raynor, Pawtucket, for Rondout.

Schr. Hudson, Champlin, New-London, for Elizabethport.

Schr. Twilight, Seaman, New-Haven.

Schr. Maggie McDonnell, Davis, Providence for Philadelphia.

WIND—Sundown, light, W.; clear.

BY TELEGRAPH.

BOSTON, July 11.—Arr. steamers Blackstone, from Baltimore; Saxon, from Philadelphia, and Achilles, from Philadelphia; bark Commerce, from Terranova, and brig Sarah Harris, from Glasgow.

CHARLESTON, S. C., July 11.—Arr. schr. L. A. Edwards, from New-York.

Sld. steamer Ashland, for Philadelphia; bark Atlanta, for Cork and a market.

FORTRESS MONROE, Va., July 11.—Arr. brig Alpha, from Rio Janeiro, for orders.

SAVANNAH, Ga., July 11.—Arr. yesterday, bark Contest, from New-York; brig Ocean Belle, from Boston; schr. Sequin, from Bath.

Cld. yesterday, steam-ship Magnolia, for New-York; bark Provencale, for Darien.

SAVANNAH, Ga., July 11.—Cld. brig Mina, for St. John, N. B.; schrs. Thos. Fish, for Satilla River; M. B. Bramhall, for New-York, and Minnehaha, for Boston.

SAVANNAH, Ga., July 11.—Arr. steam-ships America, from Baltimore; and Leo, from New-York.

VINEYARD HAVEN, July 9.—Arr., brigs Mary C. Rosevelt and Ida M. Comery, Philadelphia, for Bath; schrs. Wm. Flint, Baltimore, for Boston; Challenge, Hoboken, for Gardiner; Raven, Rangor, for Bridgeport; Connecticut, do., for Fall River.

Passed by, brigs Reporter, Bangor, for Philadelphia; Elmira, do., for Fall River; schrs. Harbinger, Porto Rico; and Judy Tinny, Bangor, for New-York.

Sld., brigs M. C. Rosevelt and A. Morris; schrs. W. P. Chester, Mary G. Collins, Abbie Leonora, C. P. Pomeroy, Connecticut, and Raven.

Wind easterly, light.

Thursday 10th, 7 A. M.—No arrivals; foggy and calm; clearing.

July 10.—Arr. schrs. Alice Oakes, from Gardiner, for New-York; Alnomak, Rockland, for New-York; Lucy Ames, Rockland, for Norfolk.

Sld. schr Yarmouth.

Wind E. to S. E.; light.

EUROPEAN MARINE NEWS.

QUEENSTOWN, July 11.—The Cunard line steam-ship Java, Capt. Martyn, from New-York July 2, arr. here at noon to-day.

TIFFANY & Co.,

Union-square, New-York,

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SUPERIOR STEM-WINDING WATCHES,

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THE GRAND PACIFIC HOTEL CHICAGO.

The Largest and most Complete Hotel in the World.

The Lessees (well known as the Proprietors of the SHERMAN HOUSE before its destruction in the memorable Conflagration of Oct. 8 and 9, 1871,) take pleasure in announcing the completion of this new enterprise, which is now open under their personal management for the accommodation of guests.

GAGE BROS. & RICE,

Lessees for Twenty Years.

CHICAGO, June 1, 1873.

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SARSAPARILLIAN RESOLVENT,

The Great Blood Purifier.

FOR THE CURE OF ALL CHRONIC DISEASES, SCROFULA, ULCERS, CHRONIC RHEUMATISM, ERYSIPELAS, KIDNEY, BLADDER, AND LIVER COMPLAINTS, DYSPEPSIA, AFFECTIONS OF THE LUNGS AND THROAT; PURIFIES THE BLOOD, RESTORING HEALTH AND VIGOR; CLEAR SKIN AND BEAUTIFUL COMPLEXION SECURED TO ALL.

Sold by druggists. Price $1 per bottle.

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REGULATING PILLS,

perfectly tasteless, elegantly coated, for the cure of all disorders of the stomach, liver, bowels, kidneys, bladder, nervous diseases, headache, constipation, costiveness, indigestion, dyspepsia, biliousness, bilious fever, inflammation of the bowels, piles, and all derangements of the internal viscera. Warranted to effect a positive cure. 25 cents a box. Sold by druggists.

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STRICTURE AND FISTULA RADICALLY cured, without knife, caustic, or detention from business. Diseases of the pelvic viscera. Diseases and deformities of the eye, nose, face, and person. HENRY A. DANIELS, M. D., No. 144 Lexington-av.

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